AGENDA ITEM G-1

# CITY OF LODI
# COUNCIL COMMUNICATION

**AGENDA TITLE:** Public Hearing to Consider the Following Actions:
A. Adopt Resolution Certifying the Negative Declaration as Adequate Environmental Documentation for the Master Plans for Water, Wastewater, Storm Drainage and Bicycle
B. Adopt Resolution Approving Master Plans for Water, Wastewater, Storm Drainage and Bicycle; Approving Impact Mitigation Fee Program Report and Schedule of Fees; and Approving Impact Mitigation Fee Program Schedule of Reduced Fees

**MEETING DATE:** August 15, 2012

**PREPARED BY:** Public Works Director

---

**RECOMMENDED ACTION:** Public hearing to consider the following actions:
A. Adopt resolution certifying the negative declaration as adequate environmental documentation for the master plans for water, wastewater, storm drainage and bicycle
B. Adopt resolution approving master plans for water, wastewater] storm drainage and bicycle; approving Impact Mitigation Fee Program report and schedule of fees; and approving Impact Mitigation Fee Program schedule of reduced fees

**BACKGROUND INFORMATION:** In 1991, City Council approved the Impact Mitigation Fee Program (IMFP) that established impact fees in the categories of water, wastewater, storm drainage, streets, police, fire, parks, and general City facilities. An electric utility impact fee was established in 2007. Over the past 20 years, there have been few major changes to the program, though minor updates were performed. Generally, the program has been effective in delivering projects to serve the demand for facilities presented by new development.

The new General Plan for the City was adopted on April 7, 2010. It is the proper time to perform an overhaul of the Impact Mitigation Fee Program. A number of General Plan policies were adopted that apply to the actions for consideration by the City Council as listed and paraphrased below:

A. GM-P11 – Prepare master plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provision for each phase.
B. GM-P5 – Update impact fee system to balance the need to sufficiently fund needed facilities and services without penalizing multifamily housing or infill development.
C. CD-P10 – Incentivize rehabilitation and adaptive reuse of buildings, especially east of the railroad, particularly on Main and Stockton streets in the Downtown Mixed Use District] through development review, permitting and fee processes.
D. CD-P12 – Provide incentives, through the development review, permitting and fee processes, to redevelop underutilized properties located within the Mixed Use Corridors.
E. CD-P24 – Use bike lanes, trails, or linear parkways to improve connectivity throughout the City and, in particular, between housing located south of Kettleman Lane and amenities north of Kettleman Lane. These pathways should employ easy and safe crossings and connect to destinations such as Downtown, shopping centers, and/or schools.

---

APPROVED: _____
Konradt Bartlam, City Manager

Master plans for water, wastewater, storm drainage and bicycle infrastructure have been prepared in conjunction with the IMFP. The General Plan identified conceptual master plans for transportation and parks that have been incorporated into the identification of projects in these two areas needed to serve future development.

An initial study/mitigated negative declaration (IS/MND) for the master plans for water, wastewater, storm drainage and bicycle infrastructure has been prepared and distributed for public comment by the Community Development Department. The significance determination reached after analyzing the impacts of the project consisting of the four infrastructure master plans has been "less than significant" or "no impact" for all four master plans.

The IMFP report and fee schedules provided as Exhibit 1 presents details regarding the assumptions, methodologies, facilities standards, projects, costs, and cost allocation factors used to establish the nexus between the fees and the development upon which the fees will be levied. A schedule of impact fees for each land use type is included in the report. The Technical Appendix to the IMFP report includes the detailed project descriptions, cost estimates, cost allocation factors and fee calculations and is on file at the Public Works Department. The IMFP report and fee schedules have been distributed to representatives of the building community and others that expressed interest in the project. A copy of the IMFP report and fee schedules is available at the Public Works Department and on the City's website. A summary of the significant changes from the existing IMFP incorporated are presented below.

1. There will no longer be a reimbursement by IMFP for oversized pipe. Reimbursement will be secured via a City Council approved reimbursement agreement amongst the benefitting properties.
2. The existing storm drainage fee zone has been divided into two zones as presented in Exhibit 2. Zone 1 comprises the existing developed areas of the City that contains some vacant parcels. Zone 2 is that mostly-undeveloped area south of the Woodbridge Irrigation District canal and west of Lower Sacramento Road and outside the current City limits. The vacant property in this area that is already annexed to the City is planned to construct its own storm drainage facilities and, therefore, will not be subject to a storm drainage impact fee.
3. Water and wastewater treatment capacity charges will be based upon the size of the water meter needed to serve the property.
4. New developments will be responsible for constructing one-half of the fronting road improvements. IMFP will be responsible for constructing median improvements along Harney Lane, Hutchins Street and Kettleman Lane.
5. Electric Utility capacity charges will be based upon the panel size serving the property and will apply to all incorporated areas of the City.
6. New developments will be responsible for constructing neighborhood parks. IMFP will be responsible for constructing community and regional park facilities.
7. Residential IMFP fees will be based upon dwelling unit equivalents (DUE). One DUE equals the demand for service represented by a single-family low-density residential unit.
8. Nonresidential IMF fees will be based upon building square feet, except for storm drainage that will be based upon the acreage of the project.
9. Limited exceptions for nonresidential transportation IMFP fees will be allowed, as determined by the Public Works Director, based upon demonstrated significant deviation from IMFP assumptions for employee density and trip generation.
10. Art in Public Places IMFP fee will be a stand-alone fee.

Preparation of the IMFP report and fee schedules was a 24-month collaborative effort between the City Council, staff and the development community. Five Shirtsleeve Session presentations were made to the City Council. Fourteen meetings were held with the project team, including staff, consultants and the development community. Five of those meetings were focused on determining the assumptions, objectives, and scope of work needed to complete the update to the existing IMFP. These occurred prior to award of the consulting contract to Harris & Associates, the project engineering and planning consultant. Nine additional meetings focused on the step-by-step development of project descriptions, costs analyses, nexus relationships and fee calculations.

The IMFP Report and fee schedules provided in Exhibit 1 are recommended for adoption by resolution. The schedule of fees would become effective January 1, 2020. It is not recommended that an indexing factor be applied to this schedule of fees during the period from adoption to initiation. It is recommended that the mandated regular update to the IMFP be completed and ready for adoption shortly after January 1, 2020.

At the request of the building community staff has agreed to recommend to the City Council a schedule of reduced IMFP fees and conditions as presented in Exhibit 3 that will be in effect until December 31, 2019. The objective of the reduced fee is to financially incentivize the development of new residential housing units in all density categories. Representatives of the building community requested this reduction as part of three-pronged effort to reduce building costs in Lodi. This schedule of reduced fees applies only to residential land uses and represents an approximate 60 percent reduction to the fees summarized in Exhibit 4. The total IMFP fees for a single family detached low density residential unit will be reduced from $14,590 to $5,940. The fees will not be subject to indexed increases for the seven-year life of the reduced fee schedule.

Revenue diversion associated with the reduced fee schedule, based upon the development forecast presented on page 8 of Exhibit 1, could be up to $7,534,000. However, based upon current assessments of market conditions and the slow recovery from the Great Recession, revenue diversion will probably be closer to $4,000,000. The total value of the capital improvements in the IMFP is $93,900,000.

A public hearing will be conducted at this time to receive public comment on the infrastructure master plans, the IS/MND and the IMFP report. Council approval of the master plans, IMFP report and IMFP schedules of fees will lead to the introduction of various Lodi Municipal Code amendments needed to implement the IMFP.

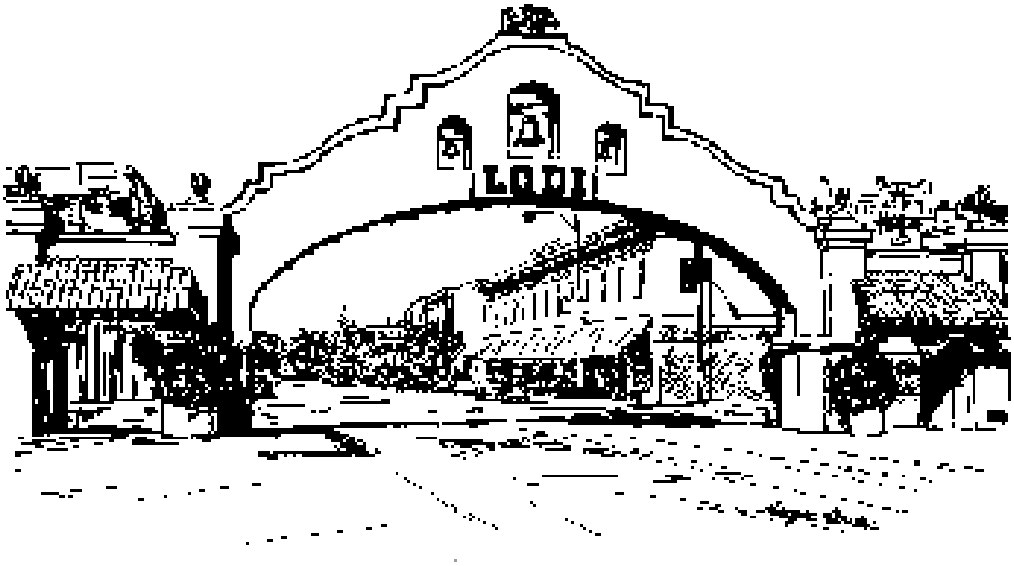
**FISCAL IMPACT:** IMFP revenues support the implementation of infrastructure to serve new development without which other City revenues would be utilized.

**FUNDING AVAILABLE:** Not applicable.

F. Wally Sandelin
Public Works Director

FWS/pmf
Attachments
K:\WP\IMFees\2011 IMF Update\Council Communications\CPHIMFUpdate.doc 8/1/2012

# Draft Initial Study/Negative Declaration




## City of Lodi Master Plans

**Draft**

**Initial Study/Negative Declaration**

**For**

# CITY OF LODI MASTER PLANS

June 2012

Prepared by the City of Lodi
Department of Public Works
221 West Pine Street
Lodi, CA 95240

**SCH#** 2012062045

**TABLE OF CONTENTS**

**LIST OF EXHIBITS**



This document is divided into the following sections:

**1.0 INTRODUCTION**
This section provides an introduction and describes the purpose and organization of this document.

**2.0 PROJECT DESCRIPTION**
This section provides a detailed description of the proposed project and any alternatives considered.

**3.0 ENVIRONMENTAL DETERMINATION**

This section provides a summary of environmental factors that would be would be potentially affected by this project as indicated by the checklist on the following pages.

**4.0 INITIAL STUDY CHECKLIST**

This section describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as "no impact", "less than significant impact", "less than significant with mitigation incorporated", or "potentially significant" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination of the project.

**5.0 DOCUMENTS REFERENCED**

This section provides a summary of mitigation measures for the proposed project.

# Section 1

## 1.1 - INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Lodi Master Plans. The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan and Bicycle Master Plan, which together make up the City's Master Plans (Master Plans). The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of Lodi 2010 General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 2009022075).

Under CEQA, tiering refers to the use of analysis contained in previously certified, broad-level Environmental Impact Reports (EIRs) (often programmatic EIRs) to support or complement project-specific EIRs or IS/NDs.[1] CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. Impacts only need to be analyzed in more detail in the Initial Study if they were not examined in the prior EIR or if findings were not adopted for significant, unavoidable impacts.

It is important to note that none of the Master Plans include design-level details for any single infrastructure improvement project; therefore, while the aim of this Initial Study analysis is to comprehensively evaluate the potential environmental impacts resulting from implementation of the Master Plans, this analysis must necessarily be carried out at a program-level. No construction activity would be authorized pursuant to this IS/ND.

## 1.2 - LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "The lead agency will normally be the agency with general governmental powers rather than an agency with a single or limited purpose." In addition, Section 15051(c) states "where more than one public agency equally meet the criteria in subdivision (b), the agency which will act first on the project in question shall be the lead agency". The City Public Works Department has initiated separate comprehensive master plans consistent with the directives in the recently adopted General Plan: a Wastewater Master Plan, a Water Master Plan, a Storm Drainage Master Plan; and Bicycle Master Plan.

[1] California Association of Environmental Professionals, 2012, CEQA Statute and Guidelines.

Therefore, based on the criteria described above, the lead agency for the proposed project is the City of Lodi, Public Works Department.

## 1.3 - PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and proposed Negative Declaration (IS/ND) is to identify the potential environmental impacts and mitigation measures associated with the proposed compressive Master Plans. Pursuant to Section 15367 of the CEQA Guidelines, the City is the Lead Agency in the preparation of this IS/ND, and any additional environmental documentation required for the project. The intended use of this document is to provide information to support conclusions regarding the potential environmental impacts of the project. The IS/ND provides the basis for input from public agencies, organizations, and interested members of the public.

This Initial Study is organized into the following chapters:

**Section 1: Introduction.** This chapter provides an introduction and overview of the Initial Study document.

**Section 2: Project Description.** This chapter describes the location and setting of the proposed master plans, along with the principal components of the project boundaries and its relations to the City's recently adopted General Plan. The chapter also describes the policy setting and implementation process. In addition, This chapter summarizes pertinent project details, including lead agency contact information, project location, and General Plan and Zoning designations.

**Section 3: Environmental Determination.** This chapter summarizes environmental factors potentially affected by this project and the City's environmental determination.

**Section 4: Environmental Checklist and Findings.** Making use of the CEQA Appendix G Environmental Checklist, this chapter identifies and discusses anticipated impacts from the proposed Master Plans, providing substantiation of the findings made. The chapter concludes with the determination, based on the analysis contained in this Initial Study, that a Negative Declaration is appropriate for the proposed Master Plans.

**Chapter 5: References.** This chapter provides a list of documents used in the project.

## 1.4 - INCORPORATION BY REFERENCE

The references outlined below were utilized during preparation of this Initial Study/Mitigated Negative Declaration. The documents are available for public review at the addresses listed below. All City of Lodi documents are available at City of Lodi, Community Development Department, located at 221 West Pine Street, California 95240.

- City of Lodi General Plan 2010. State law requires every city and county to adopt a comprehensive, long-term general plan for the physical development of that city and county. The City of Lodi *General Plan*, adopted April 2010, contains goals, policies, and programs which are intended to guide land use and development decisions for the next twenty years. The *General Plan* consists of eight elements, or chapters, which together fulfill the requirements for a general plan. The *General Plan* chapter include the Land Use; Growth Management and Infrastructure; Community Design and Livability; Transportation; Parks, Recreation and Open Space; Conservation; Safety, and Noise Elements.

- City of Lodi General Plan Final Environmental Impact Report, February 2010. The City of Lodi General Plan, *Final Environmental Impact Report (General Plan FEIR), SCH2009022075*, is intended to provide information to public agencies and the general public regarding the potential environmental impacts related to implementation of the City of Lodi General Plan. The purpose of the EIR is "to identify the significant effects of a project on the environment, to identify alternatives to the project and to indicate the manner in which significant impacts can be mitigated or avoided."

- City of Lodi General Plan Draft Environmental Impact Report, November 2009. The City of Lodi, *Pubic Review Draft General Plan Environmental Impact Report, SCH2009022075*, is a first-tier evaluation of the environmental effects associated with the adoption of the updated City of Lodi General Plan.

- The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) 2000. The City of Lodi adopted the SJMSCP in 2001, and projects under the jurisdiction of the City can seek coverage under the plan. The proposed project is consistent with the SJMSCP, as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the Final EIR/EIS for the SJMSCP, dated November 15, 2000, and certified by the San Joaquin Council of Governments on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. That document is hereby incorporated by reference and is available for review during regular business hours at the San Joaquin Council of Governments (555 E. Weber Avenue, Stockton, CA 95202) or online at: ww.sicoq.orq.

- City of Lodi Municipal Code. The City of Lodi *Zoning Code* is contained in Chapter 17 of the Lodi Municipal Code (LMC) and represents the minimum requirement for the promotion of public safety, health, convenience, comfort, prosperity or general welfare.

# Section 2

## 2.1 - PROJECT TITLE:

City of Lodi Master Plans

## 2.2 - LEAD AGENCY NAME AND ADDRESS:

City of Lodi, Public Works Department
221 West Pine Street
Lodi, CA 9540

## 2.3 - CONTACT PERSONS:

| | |
|---|---|
| Environmental document: | Manny Bereket: 209-333-6711 |
| Project Coordinators: | Wally Sandelin: 209-333-6709 |
| | Chris Boyer: 209-333-6706 |

## 2.4 - PROJECT SPONSOR'S NAME AND ADDRESS:

City of Lodi Public Works Department
221 W. Pine Street
Lodi CA 95240

## 2.5 - GENERAL PLAN DESIGNATIONS:

The Water, Wastewater, Stormwater and Bicycle Master Plan area include various General Plan land use designations.

## 2.6 - ZONING DESIGNATIONS:

The Water, Wastewater, Stormwater and Bicycle Master Plan area include various zoning designations.

## 2.7 - OTHER AGENCIES' APPROVALS:

None at this time. However, eventual construction of the Master Plan could involve various public agency approvals, depending upon the improvement project in question, such as the California Department of Fish and Game, Regional Water Quality Control Board, San Joaquin Valley Air Pollution Control District, Caltrans District 10, San Joaquin Council of Government (SCOG, Inc.), etc.

## 2.8 - OTHER PROJECT ASSUMPTIONS:

This IS/ND assumes compliance with all applicable state, federal, and local codes and regulations including, but not limited to, City of Lodi Standards, the Guidance

Manual for On-site Storm Water Quality Control Measures, the State Health and Safety Code, and the State Public Resources Code.

## 2.9 - PROJECT BACKGROUND

The City of Lodi adopted its current General Plan in April of 2010. The General Plan is the City's vision for how to accommodate anticipated growth within the next 20 to 30 years. The City of Lodi currently provides services to approximately 8,911.55 acres. According to the 2010 General Plan 2010, the service area will increase to approximately 10,623 acres of land (16.6 square miles) at full buildout of the General Plan boundaries. Low Density Residential will continue to represent the largest land use category in the City and will make up approximately 33 percent of the total acreage at buildout.

In order to meet the increased demand for the newly proposed service area, the City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan, and a Bicycle Master Plan, which together make up the City's Master Plans. The Master Plans are initiatives identified in the City's recently adopted 2010 General Plan. In order to provide for a thematically and geographically comprehensive analysis of the Master Plans, potential environmental impacts associated with the Master Plans are analyzed at a program level within this Initial Study. There is no construction activities associated with the Master Plans.

The City Planning Department will review all future projects within the Master Plans on a case-by-case basis environmental review under CEQA. Environmental analysis of the various plans in one document provides for efficiencies in environmental review for the City, allowing resources to be directed to other areas. This analysis uses the established policies in the City's 2010 General Plan. To be sure, the City will conduct specific analyses of future infrastructure project designs and locations to determine what mitigation measures, if any, would be required to fully mitigate each project's impacts. Should the City identify any infrastructure projects that significantly differ from those anticipated in this IS/MND, subsequent environmental review may be required to determine if additional mitigation measures are warranted.

## 2.10 - PROJECT LOCATION

Lodi is situated in the San Joaquin Valley between Stockton, 6 miles to the south; Sacramento, thirty-five miles to the north; and along State Route (SR) 99. The City is located on the main line of the Union Pacific Railroad and is within 5 miles of I-5 via SR-12. The regional is depicted in Figure 2.1, Regional Location Map.

The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles. Figure 2 – 1: Regional Map illustrates the City's location in regional context.

## 2.11 - PLAN AREA BOUNDARIES AND CONTEXT

The Lodi Planning Area covers 79.4 square miles, or 50,827 acres. The Planning Area includes all land within the existing city limits and Sphere of Influence (SOI), plus adjacent areas that are physically or visually related to the city. The Planning Area boundaries are formed by natural features, roads, and City of Stockton boundaries. This land area is dominated by vineyards and agriculture. The Master Plan area corresponds to the City of Lodi Sphere of Influence (SOI). The SOI is depicted in Figure 2 -2: Master Plans Study Area.

**Adoption and Implementation of the Master Plans**
The proposed Master Plans divide the Master Plan area (project limits) into three quadrants to promote orderly development efforts by quadrant to implement the General Plan Policies and Goals address compatibility with surrounding uses, and establish specific development standards and design guidelines the planning area (see Figure 2-3: General Plan Land Use Diagram). An aerial diagram of the planning area is depicted on Figure 2-4: Aerial Diagram.

**Quadrant 1:** Quadrant 1 represents areas within and outside of the City limits. The part that is within the City limits is partially developed. The area outside of the City limits is agricultural fields and is not currently served by the City. The areas outside of the City limits are within the City's Planning Boundaries and Sphere of Influence.

**Quadrant 2:** Quadrant 2 is envisioned as future growth of the City to the south and a small patch area on the eastern part of the city. The General Plan growth envisions residential developments integrated into mixed use development projects or operate independently as standalone developments. Community commercial centers are encouraged in Quadrant 2 to provide neighborhood-serving uses such as markets, coffee shops, art studios, and professional offices. Proximity of different uses will help to reduce vehicular traffic by integrating residential and commercial uses and promote pedestrian activity.

**Quadrant 3:** Quadrant 3 comprises of the Bicycle Master Plan area and includes the area within the City of Lodi's jurisdictional boundaries.

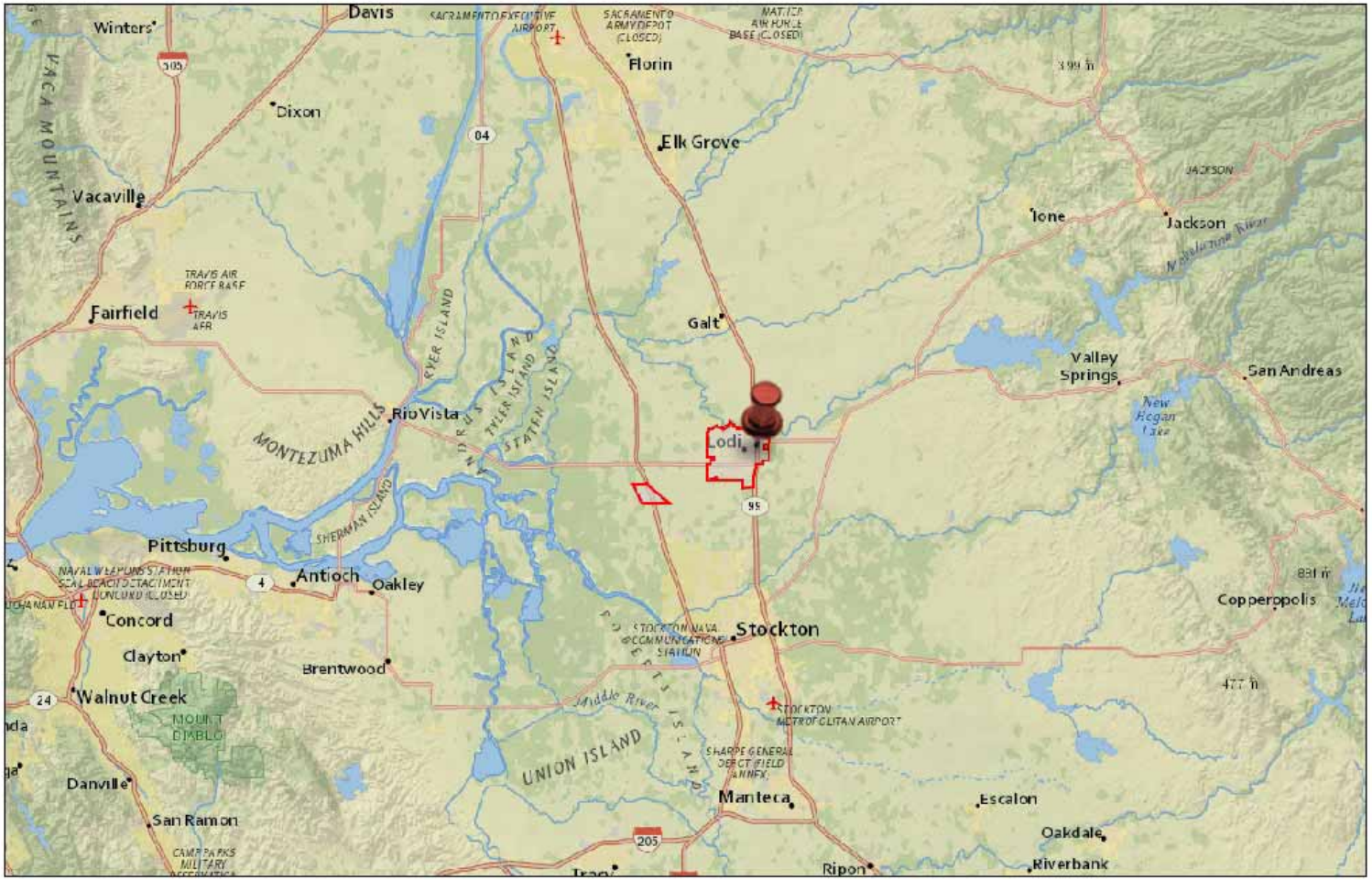



Figure 2 - 1. Regional Location Map

*Left blank intentionally*

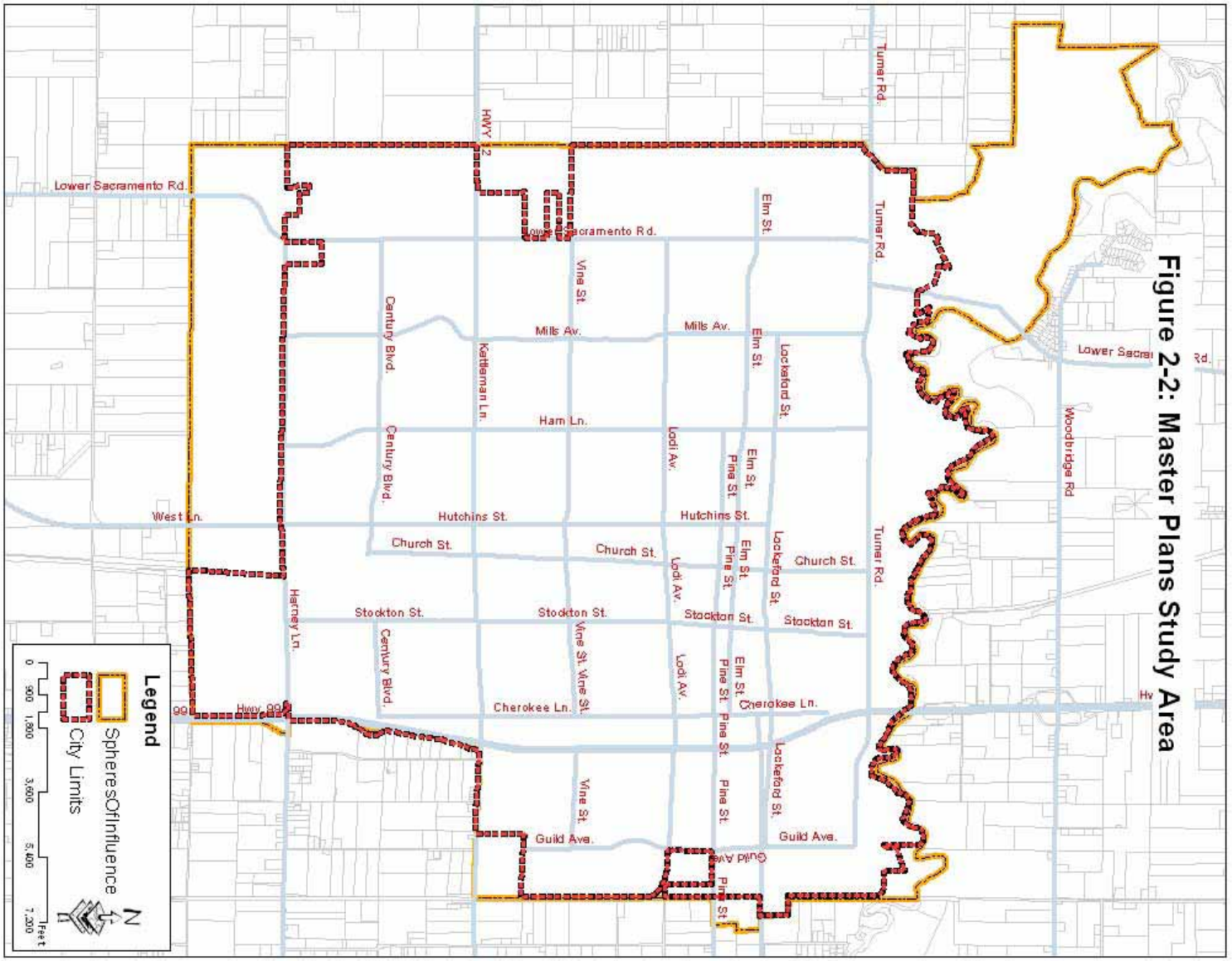



Figure 2-2: Master Plans Study Area

*Left blank intentionally*

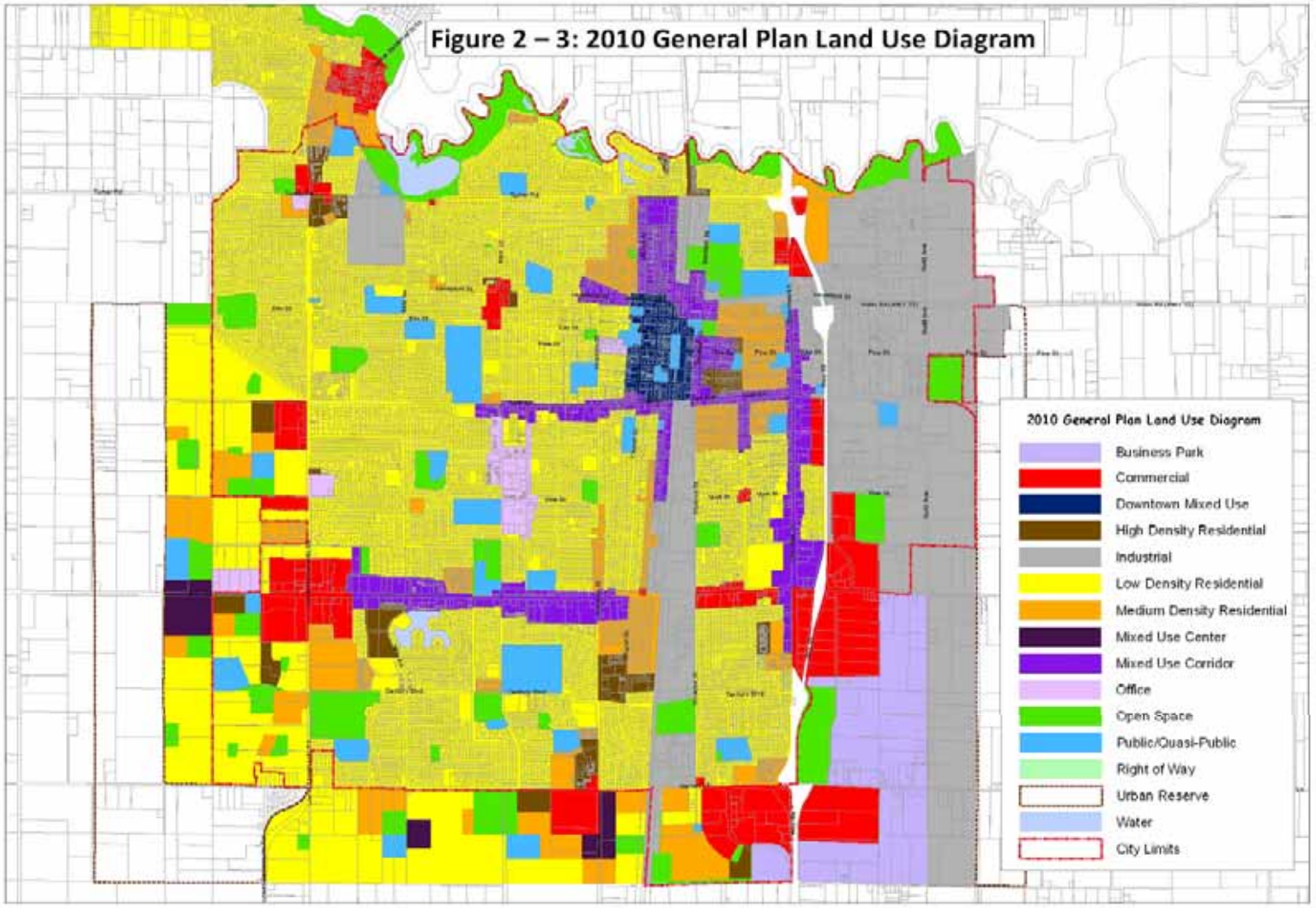


Figure 2 – 3: 2010 General Plan Land Use Diagram
2010 General Plan Land Use Diagram
Business Park
Commercial
Downtown Mixed Use
High Density Residential
Industrial
Low Density Residential
Medium Density Residential
Mixed Use Center
Mixed Use Corridor
Office
Open Space
Public/Quasi-Public
Right of Way
Urban Reserve
Water
City Limits

*Left blank intentionally*

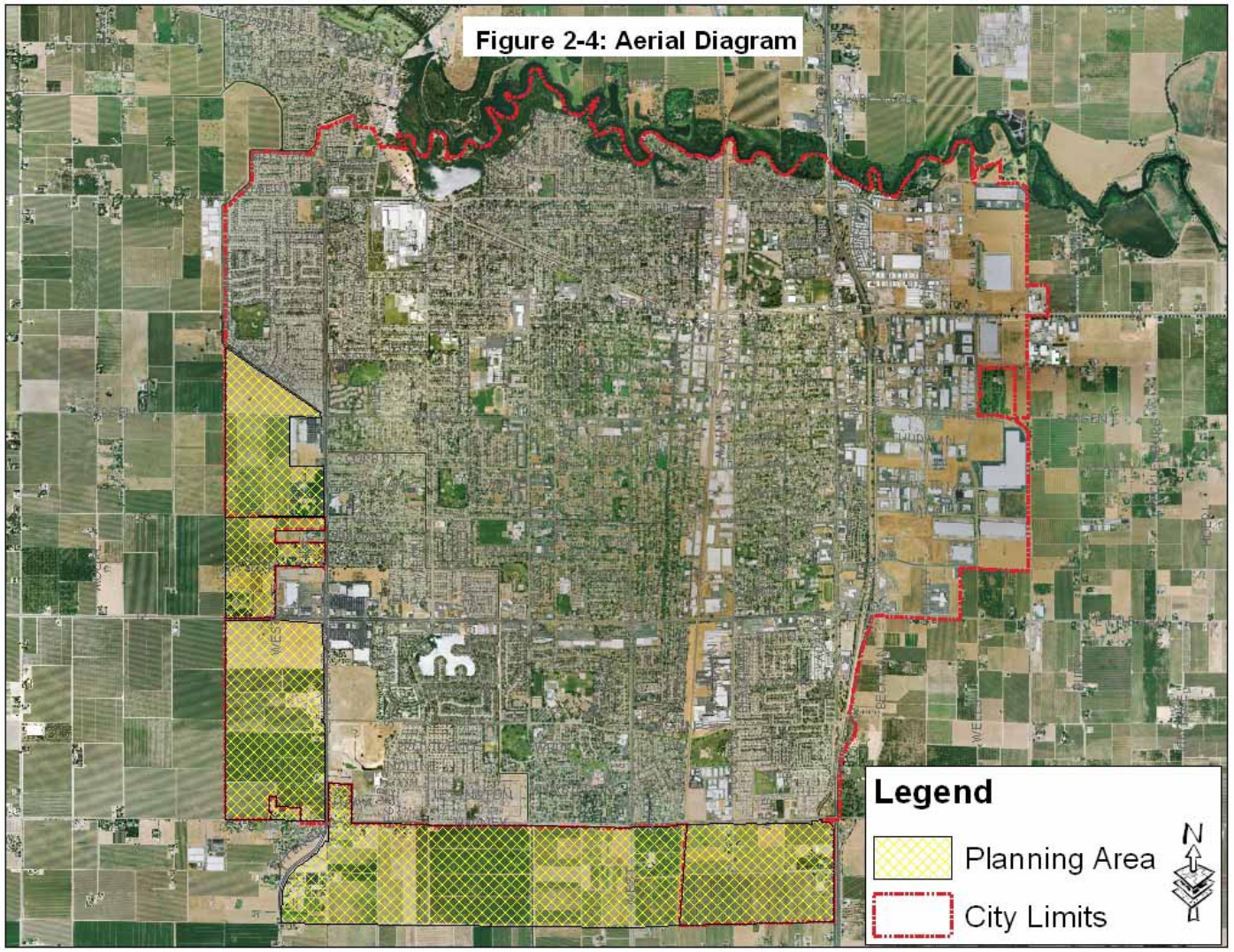


Figure 2-4: Aerial Diagram
Legend
Planning Area
City Limits
N

*Left blank intentionally*

## 2.12 - PROJECT DESCRIPTION

As previously mentioned, the City of Lodi has prepared four separate comprehensive Master Plans consistent with the directives outlined in the recently adopted General Plan: a Wastewater Master Plan, a Water Master Plan, a Storm Drainage Master Plan, and a Bicycle Master Plan. The 2010 General Plan identifies areas to be developed within and outside of the city through the year 2030. The General Plan specifies in Section 3 – Growth Management and Infrastructure, GM-P11, that the City "prepare Master Plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provisions for each phase."

The Master Plans are policy-level, City-initiated plans and do not authorize any specific development or construction projects. In order to provide for a thematically and geographically comprehensive analysis of the Master Plans, potential environmental impacts associated with both plans are analyzed at a "program" level within this Initial Study. Future development projects will be required to receive City approval and conduct appropriate environmental review on project-by-project basis. The comprehensive Master Plans provide guidance for implementing development within the project limits. The Master Plans set forth implementation action plans that identify near and long term actions necessary to achieve orderly development as envisioned by the City's General Plan. The anticipated horizon year for the Master Plans correlate to the General Plan (2030). The Master Plans, its relationship to the General Plan, and other related actions are discussed in more detail below.

### WASTEWATER MASTER PLAN

The City owns and operates the WSWPCF. The wastewater treatment facility has a current average dry weather flow capacity of 8.5 million gallons per day (mgd). Current dry weather flow is approximately 5.7 mgd. The wastewater treatment facility was originally constructed in 1966 with a capacity of 5.8 mgd. In the late 1980's and early 1990's the City expanded the treatment capacity to 6.3 mgd, and also improved the level of treatment. Between 2003 and 2009 the City again expanded the treatment capacity to the current 8.5 mgd and added tertiary treatment and ultraviolet light disinfection improvements. In conjunction with the 2007 improvements to the WSWPCF, the 48-inch trunk line from the City limits to the treatment plant influent headworks was lined, thereby reducing it effective diameter to 42-inches.

The City's wastewater system currently consist of about 191 miles of collection system pipelines ranging in sizes from 4 to 42 inches in diameter, with 6 inches being the predominant size (see Figure 2-5: Wastewater Collection System). The pipelines discharge into a 48-inch sewer outfall trunk line that flows southwest to

the City's White Slough Water Pollution Control Facility (WSWPCF). The 48-inch outfall trunk line was originally constructed of concrete material and was lined with a dual wall PVC slip-line pipe material in 2008, reducing its diameter to 42 inches. There are six trunk sewers (Hutchins Street, Mills Avenue, Ham Lane, Lower Sacramento Road, Stockton Street/Washington Street, Beckman Road) serving the city that generally flow from the north to the south. The six trunk pipelines connect to the Century Boulevard Trunk Line that flows east to west, and into a 42 inch outfall trunk line to the White Slough.

The Wastewater Master Plan was prepared in April of 2012. Utilizing the proposed land uses and buildout scenario of the 2030 General Plan, sewer generation estimations were developed for the various land uses, including volume and characteristic flows. The sewer generation estimates would be used to adequately size and maintain sewer system facilities. The current wastewater treatment facility is anticipated to meet the needs of new development through 2035. No additional expansion of the treatment plant is planned at this time.

The proposed Wastewater Collection System Master Plan identifies two new trunk lines to be added to the existing wastewater system. One of the two trunk lines will flow from the east to the west and will be located along the southern boundaries of the General Plan limits. The trunk line will extend one-half mile east of State Route 99, westward to Lower Sacramento Road, north along Lower Sacramento Road/Extension Road and west along Harney Lane to Davis Road where the trunk line will connect to the existing 42 inch outfall trunk line. A second trunk line will flow from the north to the south along the western boundaries of the City limits. The trunk line will extend from north of Lodi Avenue and south along Westgate Drive and connect into the 42-inch outfall trunk line south of Kettleman Lane. The wastewater collection system network is illustrated in Figure 2-5.

There are five lift stations, Evergreen Pump Station, Woodlake Pump Station, Rivergate Pump Station, Mokelumne Pump Station and Cluff Pump Station located in the northern area of the city, and two lift stations, Tienda Pump Station and Harney Lane Pump Station located in the southern area of the City.

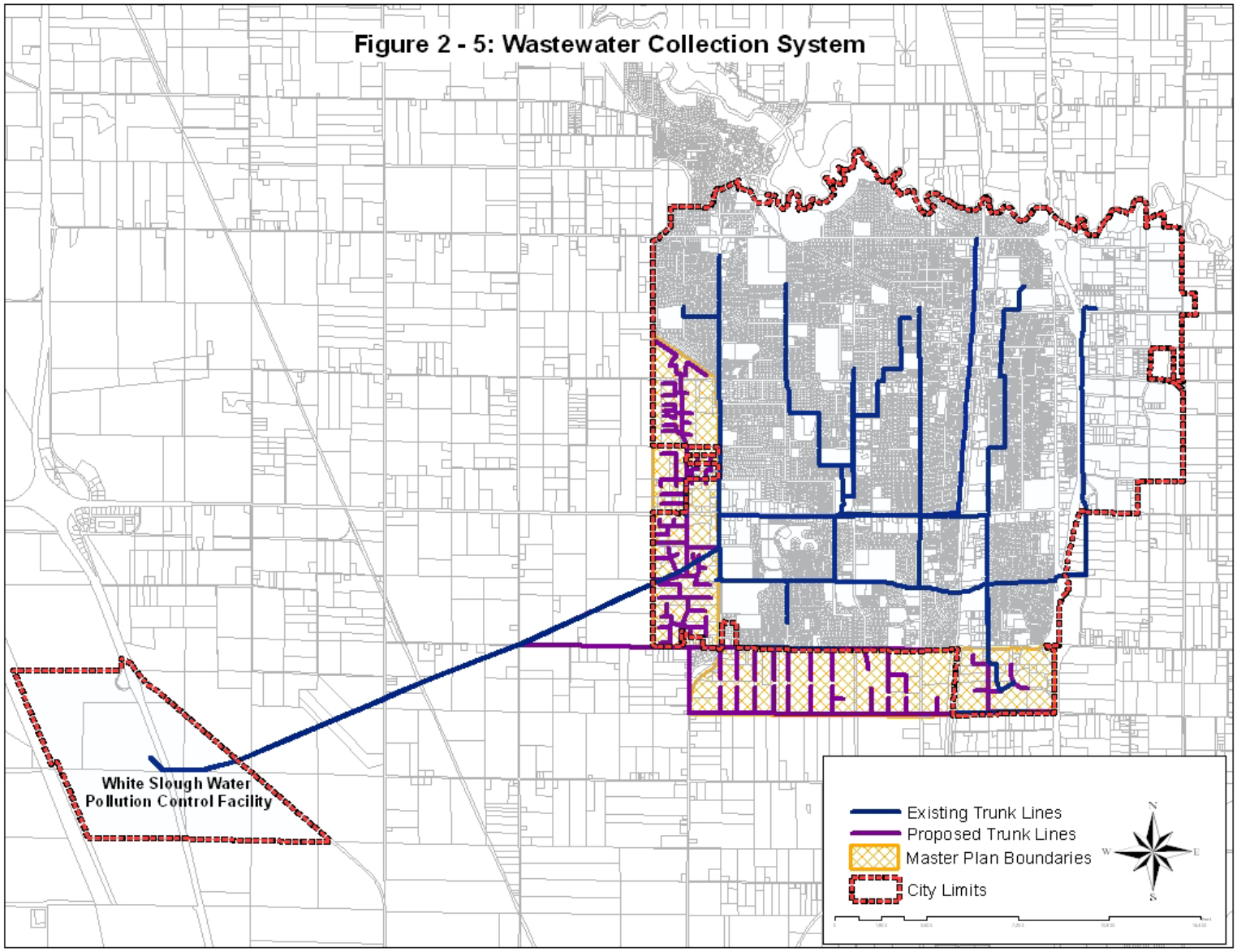


Figure 2 - 5: Wastewater Collection System
White Slough Water Pollution Control Facility
Existing Trunk Lines
Proposed Trunk Lines
Master Plan Boundaries
City Limits
N
S
E
W

*Left blank intentionally*

**WATER MASTER PLAN**

The Water Distribution System Master Plan was also prepared in April of 2012. The 2010 General Plan specifies in Section 3 – Growth Management and Infrastructure, GM-P11, that the City "prepare master plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provisions for each phase." The proposed Water Master Plan analyzed the groundwater pumping and distribution system to provide service to the study area. The study area for the 2012 Water Master Plan coincides with the General Plan limits for Phases 1 and 2 developments, adding approximately 1,581 acres to the service area. The boundaries of the 2012 Water Master Plan are shown in Figure 2-6: Distribution System Map. General Plan development phases are shown on map Figure 2-7: General Plan Development Phases Map. This map establishes the correlation between the Master Plans and the General Plan. The area south of Kettleman Lane and east of SR 99 is not part of the proposed water study area.

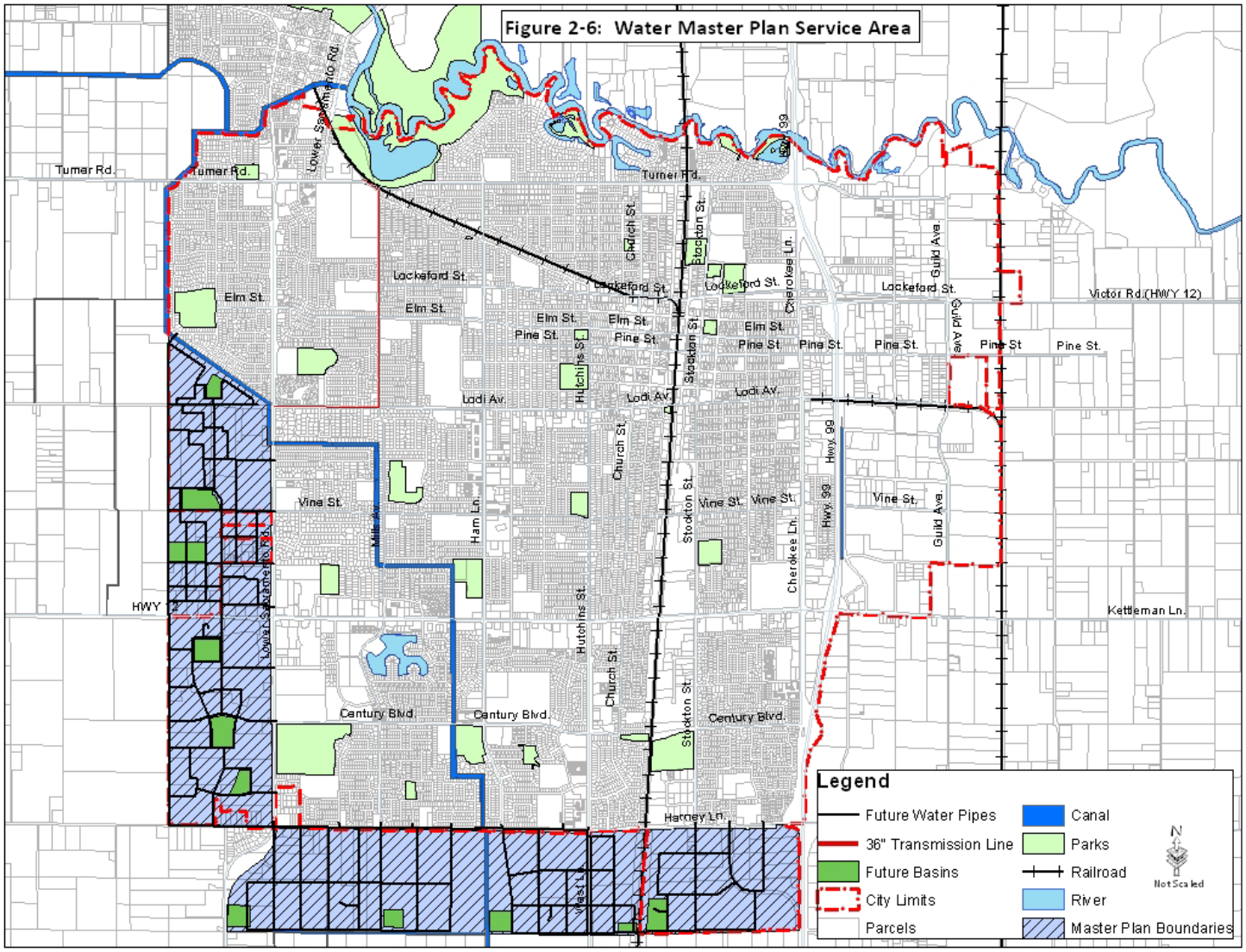


Figure 2-6: Water Master Plan Service Area
Turner Rd.
Lockeford St.
Elm St.
Pine St.
Lodi Av.
Vine St.
Century Blvd.
Harney Ln.
Kettleman Ln.
Victor Rd.(HWY 12)
HWY 99
Church St.
Stockton St.
Hutchins St.
Ham Ln.
Cherokee Ln.
Guild Ave.
Lower Sacramento Rd.
Legend
Future Water Pipes
36" Transmission Line
Future Basins
City Limits
Parcels
Canal
Parks
Railroad
River
Master Plan Boundaries
N
Not Scaled

*Left blank intentionally*

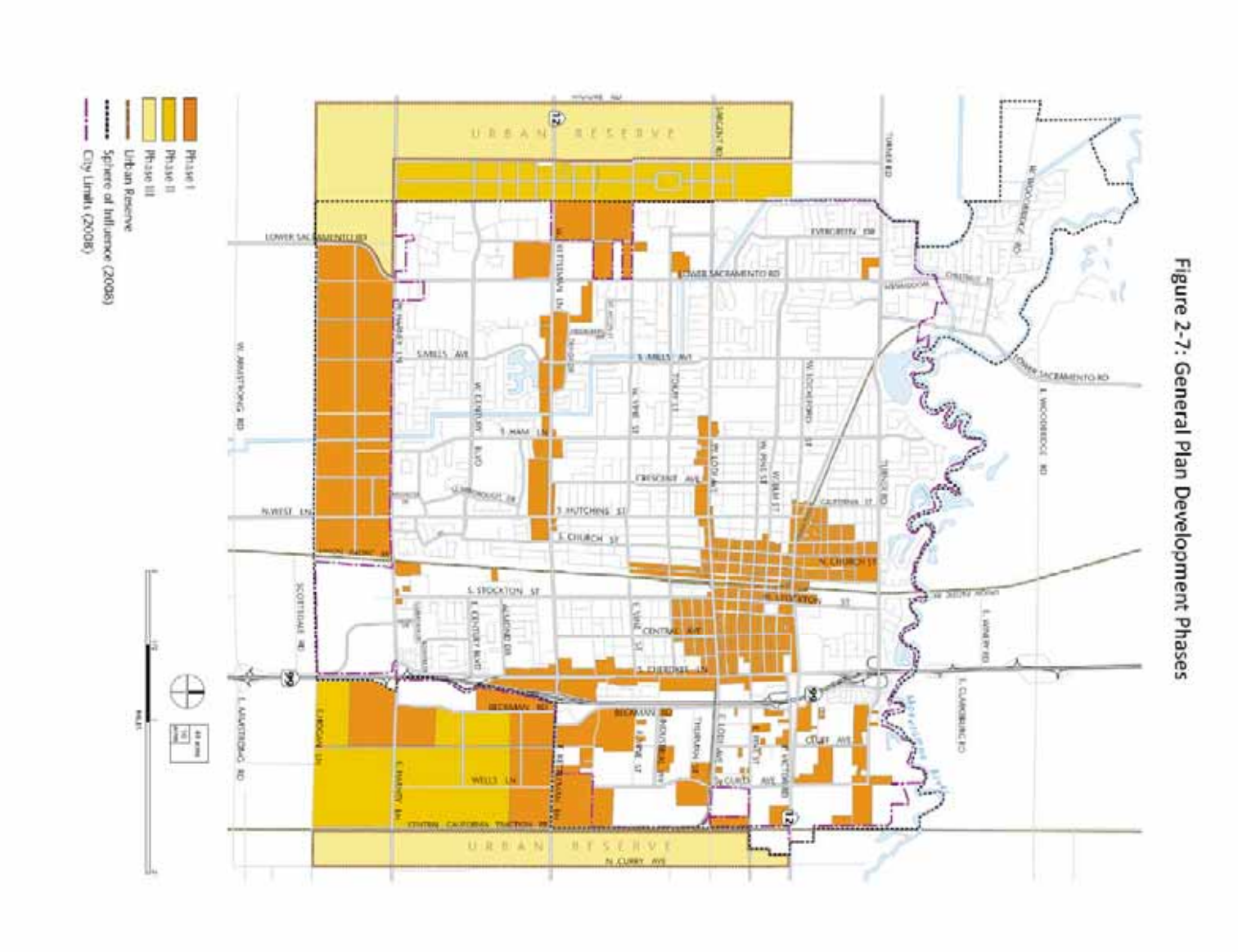



Figure 2-7: General Plan Development Phases

*Left blank intentionally*

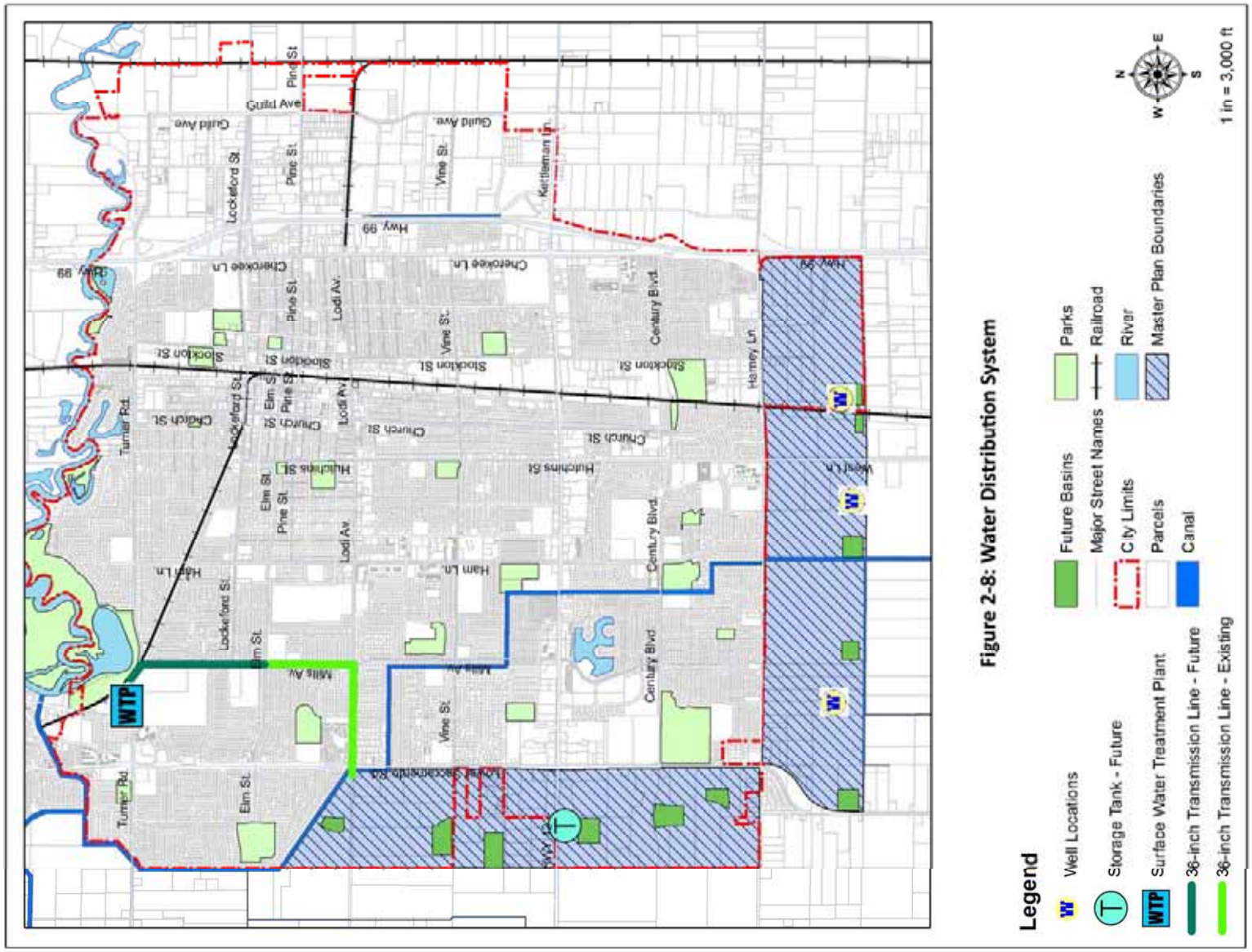



**Figure 2-8: Water Distribution System**

*Left blank intentionally*

The City currently utilizes groundwater as its sole source of supply. Current water infrastructure includes a 240-mile grid network of 6, 8, 10, 12 and 14-inch diameter mains, two water storage tanks with a combined storage capacity of 1.1 million gallons, and a total of 28 groundwater wells spaced at half-mile intervals throughout the City. The capacity of the wells ranges from 1.2 to 3.0 million gallons per day (mgd) and the total capacity of the 28 existing wells is 54 mgd. Among the 28 existing wells, only 14 wells currently have standby chlorination equipment. The groundwater is normally not chlorinated in the distribution system.

The City plans to maintain its groundwater pumping at a sustainable yield in the future. A safe yield of approximately 15,000 AFY has been estimated for the aquifer serving Lodi based on water balance calculations performed using data primarily from the Eastern San Joaquin Groundwater Management Plan. This safe yield estimate reflects an acreage-based relationship. Therefore, as the City's land area increases, the estimated safe yield of the underlying aquifer will likely increase. The safe yield estimate will be revisited if additional studies are completed revising the safe yield of the basin. The 2010 City of Lodi Urban Water Management Plan (UWMP) has assumed 15,000 AFY or 2.3 acre-feet per acre as the amount of groundwater available during all future (post-2005) years.

In addition, the City entered into an agreement with Woodbridge Irrigation District (WID) in 2003 to purchase 6,000 acre-feet per year (AFY) of surface water for a period of 40 years. The water will be diverted at Woodbridge Dam. The City is constructing a water treatment facility necessary to treat and deliver drinking water from this source. Construction is expected to be completed in Fall of 2012. Ultimately, the nominal capacity of the plant is 8 million gallons per day while the peak capacity is 10 million gallons per day. On January 16, 2008, the agreement was amended by extending the term of the agreement by 4 years to 2047 and allowing a total of 42,000 acre feet of water to be banked for future use. The average annual delivery of surface water to the City would be 7,200 acre feet per year or 2.345 billion gallons per year.

**Table 2-1: CURRENT AND PLANNED WATER SUPPLIES**

| Source | 2005 | 2010 | 2015 | 2020 | 2025 |
|---|---|---|---|---|---|
| Groundwater, AFY | 17,300 | 15,000 | 15,000 | 15,000 | 15,000 |
| WID Contract, AFY | 0 | 7,200 | 7,200 | 7,200 | 7,200 |
| **Totals AFY** | **17,300** | **22,200** | **22,200** | **22,200** | **22,200** |

Recycled water used for irrigation not included.
Source: Urban Water Management Plan, 2010

The City is in the process of installing water meters on all unmetered water services. In 2010, the City reviewed the water use characteristics of about 3,000 metered residential accounts. This occurred prior to the implementation of new metered water rates. That analysis of usage indicated that single family residences used an average of about 22 hundred cubic feet (CCF) per month, which is equivalent to nearly 550 gallons per day (gpd).

According to the Master Plan, the combination of required water efficient plumbing fixtures, citywide metering, and billing for water and wastewater service on actual usage will result in a reduction in single family water demands to about 500 gpd (20 CCF per month or 0.56 AF per year). This is a 10 percent reduction in single family water demand.

The Water Distribution System Master Plan identifies new wells south of Harney Lane, 1.5MG storage tank on Kettleman Ln., and a 36" transmission line on Mills Avenue and Lodi Avenue as shown on the Figure 2-6: Water Master Plan Service Area. The locations of the new wells and storage tank are based on the projected peak hour demand deficiencies. A total of 31 wells and the surface water treatment facilities will be required to meet the City's water demands thru the year 2035.

**STORM DRAINAGE SYSTEM MASTER PLAN**

The Storm Drainage System Master Plan was prepared concurrently with the Wastewater Collection System, Water Distribution System Master Plan, and Bicycle Master Plan in April of 2012. Currently, the City maintains a network of conveyance pipelines and storm pump stations with storage basins located around the City. The basins are interconnected with adjacent drainage areas so that the disposal of nuisance waters and moderate storm water runoff could be accomplished by gravity flow to storm pump stations with ultimate disposal to the Mokelumne River or the Woodbridge Irrigation District (WID) canal. By diverting lower flows directly to terminal drainage facilities, the basins are utilized for multiple uses including recreations, recharge, and storm water detention.

The 2011 Storm Drainage Master Plan has been expanded to coincide with the General Plan limits adding Areas J, K, L, M and N., as presented in Figure 2-9: Storm Drain Planning Areas. These have been further divided into several smaller planning areas. This Storm Drainage Master Plan will only address Areas F, I, K and L for the following reasons. First, facilities required to serve Areas F, I, K, and L are independent of those facilities serving J, M, and N. Second, the planning horizon for this Storm Drainage Master Plan is 2035 and development is not expected to occur in Areas J, M, and N before that time. Should development occur in these areas, this Storm Drainage Master Plan will need to be amended.

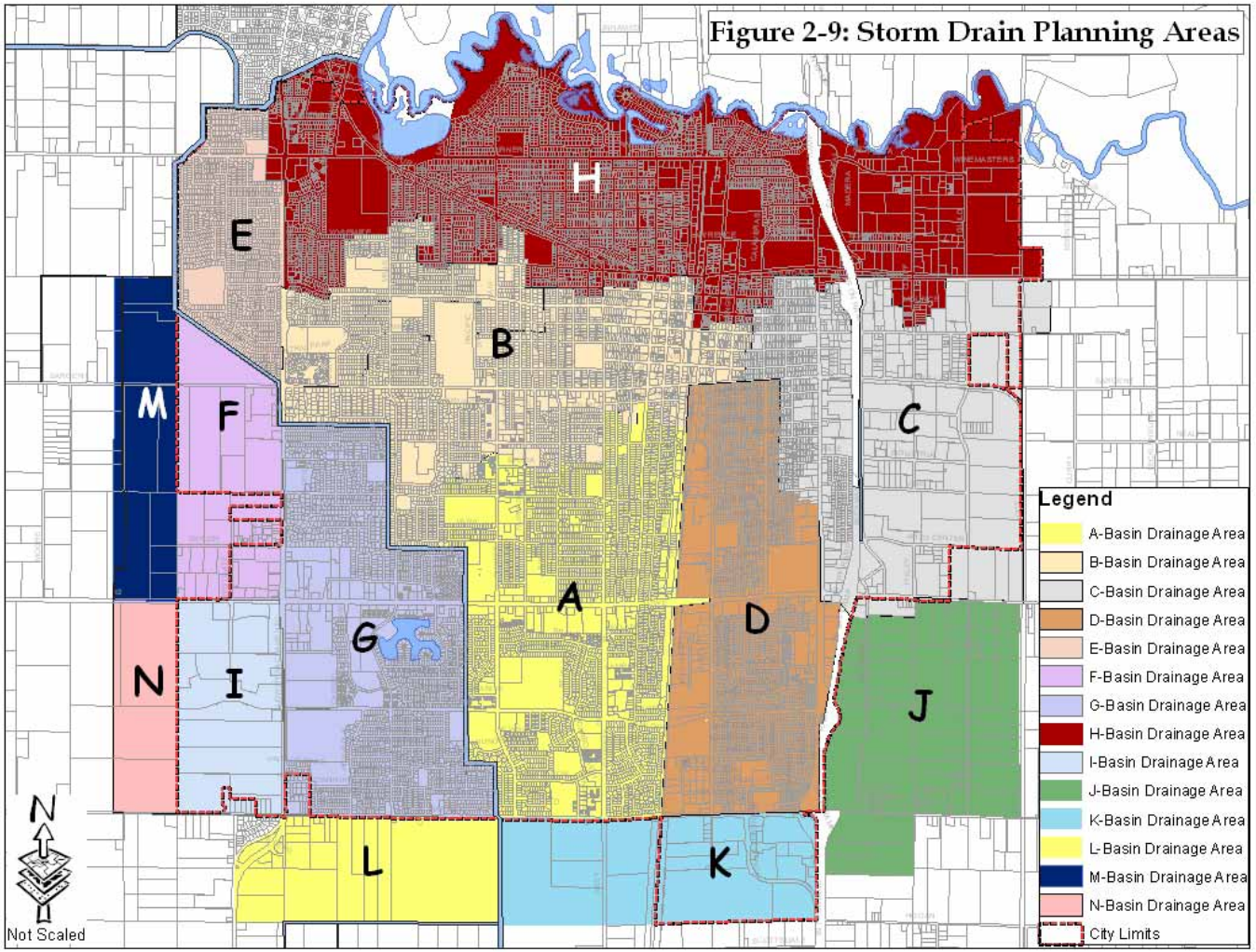


Figure 2-9: Storm Drain Planning Areas
H
E
B
M
F
C
A
D
G
N
I
J
L
K
N
Not Scaled
Legend
A-Basin Drainage Area
B-Basin Drainage Area
C-Basin Drainage Area
D-Basin Drainage Area
E-Basin Drainage Area
F-Basin Drainage Area
G-Basin Drainage Area
H-Basin Drainage Area
I-Basin Drainage Area
J-Basin Drainage Area
K-Basin Drainage Area
L-Basin Drainage Area
M-Basin Drainage Area
N-Basin Drainage Area
City Limits

*Left blank intentionally*

**Area A**

This area is generally bounded by Tokay Street on the north, Union Pacific Railroad (UPRR) on the east, Harney Lane on the south, and the WID canal on the west. Area A is divided into two sub-areas: A-1 and A-2. Sub-area A-1 extends from Tokay Street to Kettleman Lane. The detention basin serving sub-area A-1 (Kofu Park) is located immediately north of the City of Lodi Municipal Services Center at Ham Lane and Kettleman Lane. The detention basin serving sub-area A-1 disposes storm water through natural recharge and by a pump station. Flows from the pump station are sent to the A-2 pump station for discharge into the WID canal.

Sub-area A-2 lies between Kettleman Lane and Harney Lane. The detention basin serving sub-area A-2 (Beckman Park) is located on Century Boulevard next to the WID canal. The A-2 pump station has an outfall connection into the WID canal. The A-2 pump station is one of two existing outfall connections into the WID canal. The areas within sub-areas A-1 and A-2 are fully developed and most storm drainage facilities have been constructed.

**Area B**

This area is generally bounded by Lockeford Street on the north, Washington Street on the east, Tokay Street on the south, and Lower Sacramento Road on the west. Area B is divided into two sub-areas; B-1 and B-2. Sub-area B-1 extends northerly from Tokay Street to Elm Street. The detention basin serving sub-area B-1 (Vinewood Park) is located on Tokay Street just east of Mills Avenue. This detention basin disposes storm water through natural recharge and by a pump station.

Sub-area B-2 lies between Elm Street and Lockeford Street. The detention basin serving sub-area B-2 (Henry Glaves Park) is located on Oxford Way, 500 feet east of Lower Sacramento Road. This detention basin disposes storm water through natural recharge and by a pump station. Flows from both the B-1 and B-2 pump stations are sent to the Shady Acres pump station for discharge into the WID canal. The areas within sub-areas B-1 and B-2 are fully developed and most storm drainage facilities have been constructed.

**Area C**

This area is generally bounded by Lockeford Street on the north, Central California Traction Company Railroad (CCT) on the east, Kettleman Lane on the south, and 500 feet west of Washington Street on the west. The detention basin serving area C (Pixley Park) is partially constructed at this time and is located on Vine Street, 600 feet east of Beckman Road. Once fully constructed, the detention Basin C will dispose storm water through natural recharge and by a pump station that will be constructed in the future. Flows from the pump station will be diverted to the Cluff Avenue pump station and pumped to the Mokelumne River.

**Area D**

This area is generally bounded by Lodi Avenue on the north, Cherokee Lane on the east, Harney Lane on the south, and the UPRR on the west. The detention basin

serving area D (Salas Park) is located at Stockton Street and Century Boulevard. The detention basin disposes storm water through natural recharge and by a pump station. Flows from the pump station are pumped to the A-2 pump station and then discharged to the WID canal.

**Area E**

This area is bounded by the WID canal on the north, west and south and Lower Sacramento Road on the east. The detention basin serving area E (Peterson Park) is located on Elm Street, ¼ mile west of Lower Sacramento Road. This detention basin disposes storm water through natural recharge and by a pump station. Flows from the pump station are sent to the Lodi Lake pump station located at Turner Road and Mills Avenue where it is pumped into the Mokelumne River. The areas within area E are near fully developed and the storm drainage facilities have been fully constructed.

**Area F**

This area is bounded by the WID canal on the north, Lower Sacramento Road on the east, Kettleman Lane on the south, and ½ mile west of Lower Sacramento Road. Area F is divided into sub-areas, F-1, F-2, and F-3. Sub-area F-1 is that portion lying between the WID canal and Lodi Avenue. Sub-area F-2 is that portion lying between Lodi Avenue and Vine Street. Sub-area F-3 is that portion lying between Vine Street and Kettleman Lane. Justifications for dividing Area F in this manner are: 1) property ownerships align with the sub-area boundary, 2) planning sub-areas are approximately equal-sized, 3) sub-areas are configured in a fashion consisted with the expected phasing of development and 4) sub-area topography is conducive to the design of gravity flow facilities.

**Area G**

This area is bounded by WID canal on the north, WID canal on the east, Harney Lane on the south, and the Lower Sacramento Road on the west. Area G is divided into two sub-areas, G-1 and G-2. Sub-area G-1 lies between the WID canal to Century Boulevard. The detention basin serving sub-areas G-1 and G-2 is located at De Benedetti Park (G-Basin) located at Lower Sacramento Road and Century Boulevard. Storm water runoff from sub-area G-1 and most of sub-area G-2 can bypass G Basin and flow directly to A-2 pump station if needed. The areas within sub-area G-2 are between Century Boulevard and Harney Lane. The areas within Area G are almost fully developed and the storm drainage facilities serving this area have been constructed. Flows from the pump station will be diverted to the A-2 pump station for release into the WID canal.

**Area H**

This area is generally bounded by the limits of the urban development bordering the Mokelumne River on the north, the CCT on the east, Lockeford Street on the south, and Lower Sacramento Road on the west. Area H discharges storm water by gravity flow and four pump stations located at Lodi Lake, Lincoln Avenue, Turner Road, and Cluff Avenue directly into the Mokelumne River. Area H has 17 outfall connections into the Mokelumne River. Area H, with the exception of east of State Route 99, is fully developed.

**Area I**

Boundaries for this area include Kettleman Lane on the north, Lower Sacramento Road on the east, Harney Lane on the south, and one-half mile west of Lower Sacramento Road on the west. Area I is divided up into sub-areas: I-1, I-2, and I-3. Sub-area I-1 is that portion lying between Kettleman Lane and ¼ mile south of Kettleman Lane. Sub-area I-2 is that portion lying between ¼ mile south of Kettleman Lane and 600 feet south of Century Boulevard. Sub-area I-3 is that portion lying between 600 feet south of Century Boulevard and Harney Lane. Justifications for dividing Area I in this manner are: 1) planning sub-areas are approximately equal-sized, 2) property ownerships align with sub-area boundaries and 3) sub-area topography is conducive to the design of gravity flow facilities.

**Area K**

This area is bounded by Harney Lane on the north, State Route 99 on the east, one-half mile south of Harney Lane on the south, and the WID canal on the west. Area K is divided into sub-areas: K-1, K-2, and K-3 as shown in Figure 1. Sub-area K-1 extends westerly from Highway 99 to the Union Pacific Railroad (UPRR) tracks. Sub-area K-2 lies between the UPRR tracks and West Lane. Sub-area K-3 is located between West Lane and the WID Canal. Each sub-area is distinct because of ownership characteristics, physical barriers (i.e., railroad, street, canal), and the phasing of development

**Area L**

Boundaries for this area include Harney Lane on the north, the WID canal on the east, one-half mile south of Harney Lane on the south, and Lower Sacramento Road on the west. Area L is divided into two sub-areas, L-1 and L-2. Sub-area L-1 is that portion lying between the WID canal and the extension of Mills Avenue. Sub-area L-2 is that portion lying between the extension of Mills Avenue and Lower Sacramento Road. Justifications for dividing Area L in this manner are: 1) property ownerships align with the sub-area boundary and 2) sub-area sizes are conducive to the design of gravity flow facilities.

**BICYCLE MASTER PLAN**

The Bicycle Master Plan was prepared in April 2012 concurrently with Waster, Wastewaster and Storm Drainage master plans. This Bicycle Master Plan provides a broad vision, strategies and actions for the improvement of the bicycling environment in Lodi. The Bike Master Plan was developed to compliment the Transportation element of the 2010 Lodi General Plan. The purpose of the Plan is to expand the existing network, complete network gaps,

provide greater connectivity, educate, encourage and to maximize funding sources.

The Plan envisions the City of Lodi with a transportation system that supports the City's goals for sustainability, active living and community where bicycling is an integral part of daily life. The system will include a comprehensive, safe, and logical citywide bicycle network that will support bicycling as a viable, convenient and popular travel choice for residents and visitors. A key purpose for the Plan is to satisfy requirements of the California Bicycle Act, to qualify for funding from Bicycle Transportation Account (BTA), and other state and federal funding programs.

**Transportation Setting**
The City of Lodi is accessible by highways and both regional and local transit. State Highway 12 (east-west) runs through the center of the City. State Highway 99 runs north-south and connects the City with other San Joaquin County cities to the south and Sacramento County cities to the north.

The current Bicycle Master Plan, prepared by Brady and Associates, Inc., was adopted November 16, 1994. The intent of this plan was to institute bicycle network and programs; and to prioritize projects for implementation as funds become available. Since 1994, several bicycle facilities have been installed within the city since then. In 2002, the plan was updated and approved by the City Council to include additional proposed bicycle facilities. This action allowed City of Lodi to receive funds for several bicycle facilities. Figure 2-10: Existing Bike Routes map captures the existing bike facilities within the City.

**Bicycle Facilities**
Today the City of Lodi has 23 miles of existing bikeways. Below is the distribution of bikeway miles based on bikeway classification:

| Bikeway Classification | Mileage |
|---:|:---:|
| Class I Bike Paths | 0.1 |
| Class II Bike Lanes | 46.4 |
| Class III Bike Routes | 1.0 |
| **Total** | **47.5** |

**Class I Bikeways (Bike Paths)**
Class I Bikeways are completely separate facilities designated for the exclusive use of bicyclists and pedestrians with minimal vehicle crossings. Currently, there is one Class I Bikeways from the Lodi Lake swimming area to Turner Road and Mills Avenue, and a multi-use path around the lake that allows vehicle, bicycle and pedestrian use. In addition, there are proposed Class I Bikeways along the Woodbridge Irrigation Canal right-of-way and along the Victor Road/Lockeford Street railroad right-of-way, between the City's eastern boundary and downtown.

**Class II Bikeways (Bike Lanes)**
Class II Bikeways are signed and striped lanes designated for the use of bicycles on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted at designated locations. Class II bicycle lanes are provided on segments of Lower Sacramento Road, Mills Avenue, Elm Street, Kettleman Lane, Century Boulevard, Harney Lane, Stockton Street, Central Avenue, Crescent Avenue, and Vine Street.

**Class III Bikeways (Bike Routes)**
Class III Bikeways are routes designated by signs or pavement markings for bicyclists within the vehicular travel lane (i.e., shared use) of a roadway. Portions of Beckman Road and Elm Street are currently designated as Class III bicycle routes. Figure 2-11 illustrates type of bikeways and provides dimensions, sizes and other relevant information.

**Bicycle Parking**
Bicycle parking can range from a simple and convenient bicycle rack to storage in a bicycle locker or cage that protects against weather, vandalism and theft. Bicycle parking is available throughout the City at retail destinations such as the Sunwest Plaza, Vintner's Square, Reynolds Ranch, City facilities and grocery stores such as Safeway, Save-Mart, etc. The City requires all commercial, office, industrial, medical and high medium and high residential developments to provide bicycle parking facilities.

**Project Goals and Objectives**
The goal of the 2012 Bicycle Master Plan is to update the current Bicycle Master Plan and provide guidance to implement bicycle facilities. Goals of the plans are to:

- Provide bicycle facilities to serve the needs of all types of cyclists in Lodi.
- Coordinate with bicycle facilities that exist and are planned for construction in unincorporated San Joaquin County;
- Allow for priority use by cyclists on particular trails;
- Provide a continuous network of bike lanes on the City's arterial streets to allow for commuting to major destinations. These bikeways serve experienced cyclists who commute;
- Provide a second continuous network of dedicated bike paths and designated bikeways on streets with low traffic volumes. These bikeways serve bicyclists who prefer quiet facilities with streets that have low traffic volume and speeds; and
- Provide facilities and programs that will support bicycling as a commuting option and recreational activity over the long term. These programs will serve and encourage all types of cyclists.

The overall objective is is to implement the projects and programs described in the Plan over the life of the General Plan as development occurs. Proposed new bike facilities are illustrated on Figure 2-12: Proposed Bike Routes.

**Plan Recommendations**

Key aspects of this Bicycle Master Plan are programs the City can enact to support and encourage cycling. These programs will be studied by the City for implementation when funding is available"

- **Bicycle On Transit** services should be provided to accommodate bicycles on public transportation vehicles.
- **Public Bicycle Parking** identifies key locations citywide for bicycle parking installation, a bike parking plan for downtown and a recommended bicycle parking ordinance.
- **Private Bicycle Parking** should become a requirement for all new commercial construction and renovations.
- **Network Improvements** fill gaps in the existing network so the community has a seamless bicycle network to use.
- **Spot Improvements** identify specific locations for focused improvements.

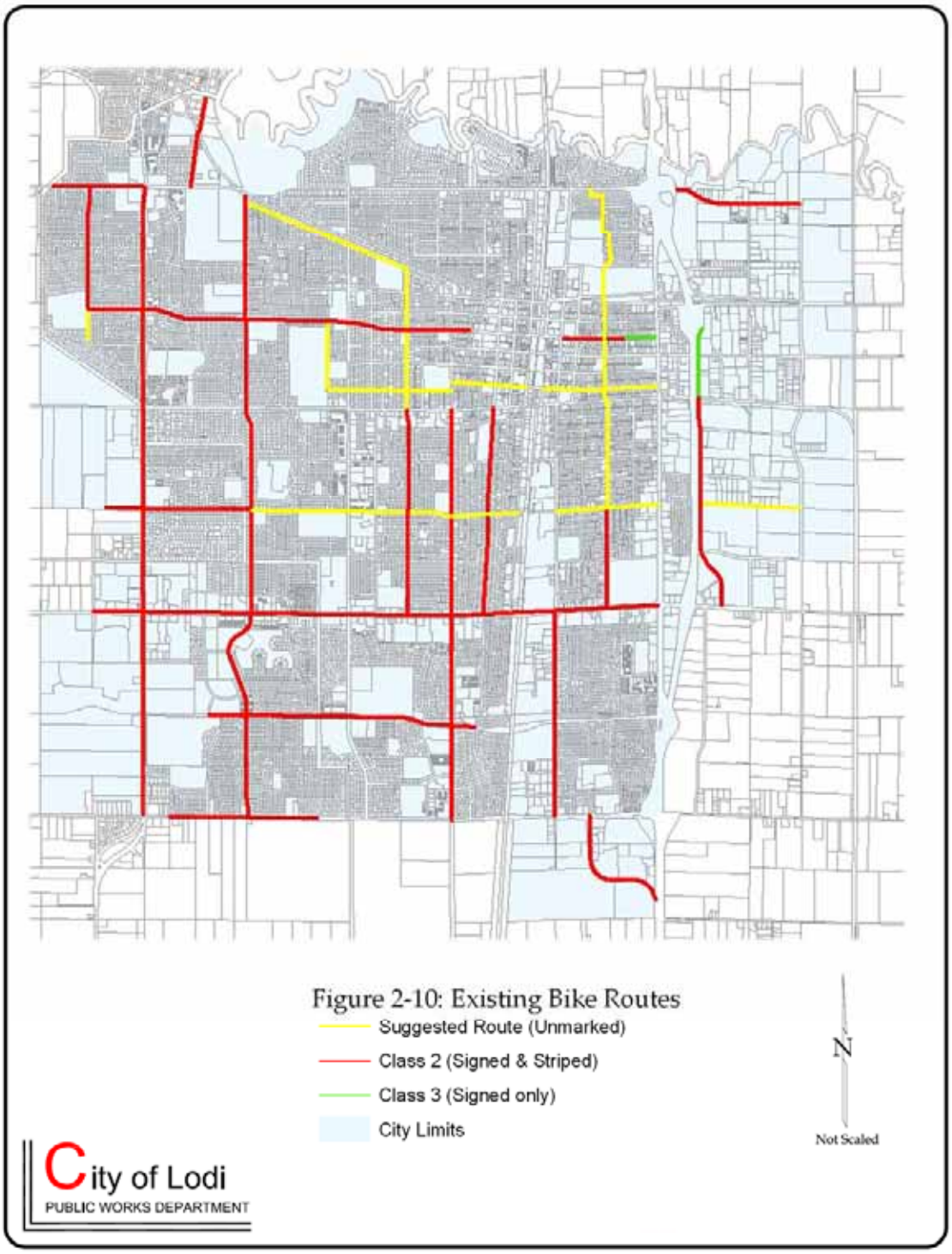
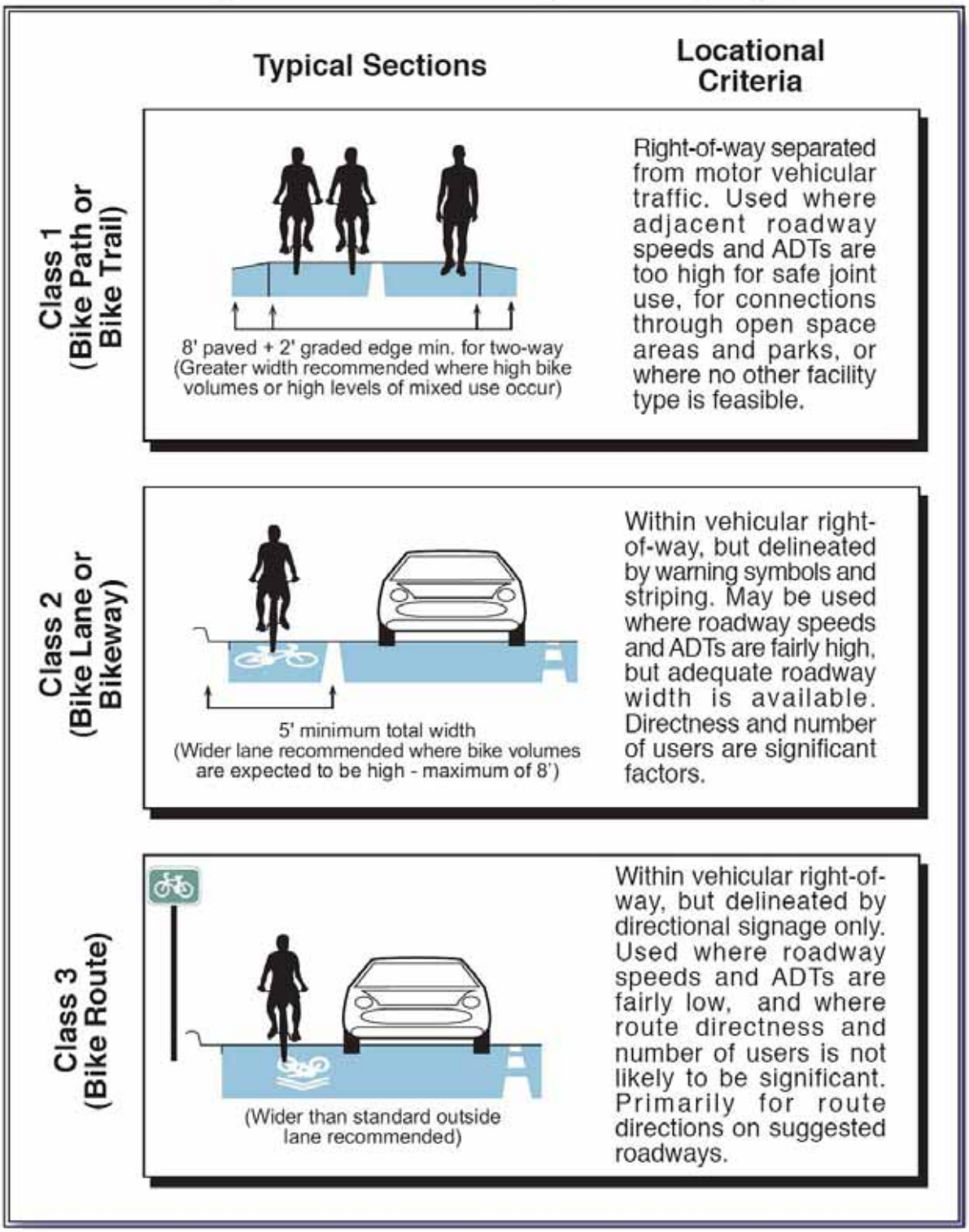



Figure 2-10: Existing Bike Routes

# Figure 2-11: Bikeway Facility Types



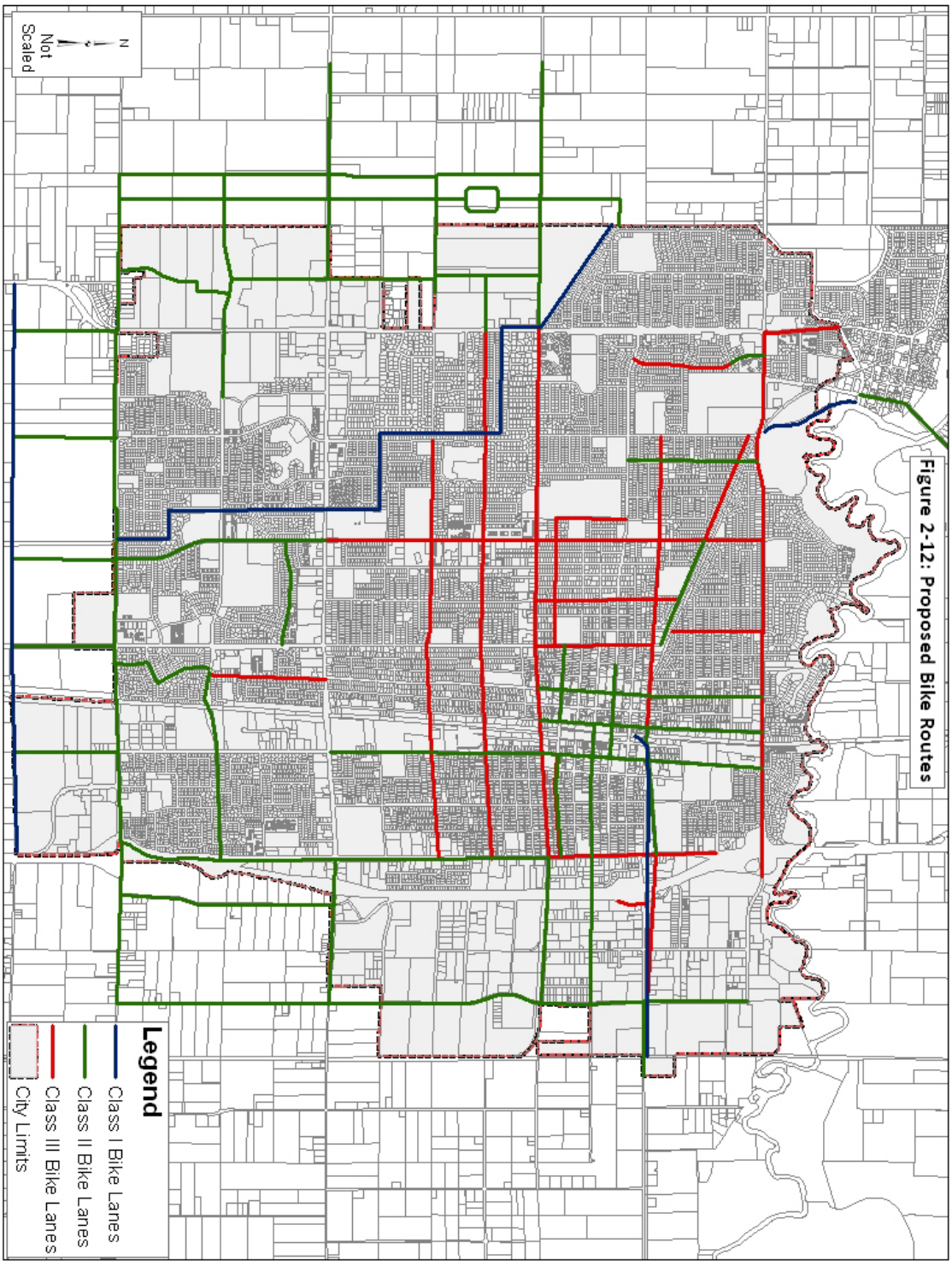



Figure 2-12: Proposed Bike Routes

# Section 3

## 3.1 - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project as indicated by the checklist on the following pages.

| Environmental Factors Potentially Affected | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture Resources | ☐ Air Quality |
| ☐ Greenhouse Gas Emissions | ☐ Biological Resources | ☐ Cultural Resources |
| ☐ Geology/Soils | ☐ Hazards & Hazardous Materials | ☐ Hydrology/Water Quality |
| ☐ Land Use/Planning | ☐ Mineral Resources | ☐ Noise |
| ☐ Population/Housing | ☐ Public Services | ☐ Recreation |
| ☐ Transportation/Traffic | ☐ Utilities/Services Systems | |
| ☐ Mandatory Findings of Significance | | |

**3.2 ENVIRONEMNTAL DETERMINATION:** On the basis of this initial evaluation:

☐ I find that the proposed project could not have a significant effect on the environment, and a Negative Declaration will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an Environmental Impact Report is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An Environmental Impact Report is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Konradt Bartlam, Community Development Director Date

## NOTICE OF AVAILABILITY AND NOTICE TO OF INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is herby given that the City of Lodi, Community Development Department, has completed an initial study and proposed a Negative Declaration pursuant to the California Environmental Quality Act for the project described below.

The initial study prepared by the City was undertaken for the purpose of determining whether the proposed Harney Lane Specific Plan may have a significant effect on the environment. On the basis of the initial study, Community Development Department staff has concluded that the proposed Harney Lane Specific Plan will not have a significant effect on the environment, and therefore has prepared a proposed Negative Declaration 12-ND-01. The initial study reflects the independent judgment of the City.

**FILE NUMBER:** 12-ND-01

**PROJECT TITLE:** City of Lodi Master Plans

**PROJECT LOCATION:** The Lodi Master Plans study area includes the current city boundaries and the Lodi 2010 General Plan planning area. The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles.

**PROJECT DESCRIPTION:** The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan, and Bicycle Master Plan, which together make up the City's Master Plans. The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. The Master Plans are an integral part of the City's General Plan and involve establishment and adoption of policy documents to accommodate future growth. No physical improvements or construction activities are proposed in conjunction with adoption of the Master Plans. This Initial Study and ND evaluated whether the proposed Master Plans would result in physical impacts beyond those addressed in the General Plan EIR. The Master Plans do not include design-level details for any single infrastructure improvement project. The goal of the Initial Study analysis is to evaluate the potential environmental impacts could occur due to adoption of the Master Plans. Based on the analysis of this Initial Study, a negative declaration is sufficient for adoption of the proposed Master Utility Plans. The City will

conduct specific analyses of future infrastructure project designs and locations to determine appropriate environmental documentation and mitigations measures.

**PUBLIC REVIEW PERIOD:** The proposed Negative Declaration will be circulated for a 30-day public review period, beginning on **Wednesday, June 13, 2012** and ending on **Thursday, July 12, 2012.**. Copies of the document are available for review at the following locations:

- **Community Development Department**, 221 West Pine Street, Lodi, CA 95240
- **Lodi Public Library**, 201 West Locust Street, Lodi, CA 95240
- **Public Works Department,** 221 West Pine Street, Lodi, CA 95240

The Mitigated Negative Declaration is also available for review on the internet at the following web address: http://www.lodi.gov/com_dev/EIRs.html

Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing **no later than 5:30 pm on Wednesday, July 12, 2012** to the City of Lodi at the following address:

Community Development Director
City of Lodi
P. O. Box 3006
Lodi, CA 95241

Facsimiles at (209) 333-6842 will also be accepted up to the comment deadline (please mail the original). For further information, contact Immanuel Bereket, Associate Planner, at (209)333-6711.

Konradt Bartlam, Community Development Director
City of Lodi
P. O. Box 3006
Lodi, CA 95241

The City will provide additional public notices when the public hearings have been scheduled to consider approval of the proposed Negative Declaration and the other entitlements for the project.

Konradt Bartlam, Community Development Director

6-12-12
Date

## PROPOSED NEGATIVE DECLARATION

Prepared pursuant to City of Lodi Environmental Guidelines, §§ 1.7 (c), 5.5

**FILE NUMBER:** 12-ND-01

**PROJECT TITLE:** City of Lodi Master Plans

**PROJECT LOCATION:** The Lodi Master Plans study area includes the current city boundaries and the Lodi 2010 General Plan planning area. The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles.

**PROJECT DESCRIPTION:** The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan, and Bicycle Master Plan, which together make up the City's Master Plans. The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. The Master Plans are an integral part of the City's General Plan 2010 and involve establishment and adoption of policy documents to accommodate future growth. No physical improvements or construction activities are proposed in conjunction with adoption of the Master Plans. This Initial Study and ND evaluated whether the proposed Master Plans would result in physical impacts beyond those addressed in the General Plan EIR. The Master Plans do not include design-level details for any single infrastructure improvement project. The goal of the Initial Study analysis is to evaluate the potential environmental impacts could occur due to adoption of the Master Plans. Based on the analysis of this Initial Study, a negative declaration is sufficient for adoption of the proposed Master Utility Plans. The City will conduct specific analyses of future infrastructure project designs and locations to determine appropriate environmental documentation and mitigations measures.

**NAME OF PROJECT PROPONENT/APPLICANT:**
City of Lodi , Public Works Department
221 West Pine Street
Lodi, CA 95240

A copy of the Initial Study ("Environmental Information Form" and "Environment Checklist") documenting the reasons to support the adoption of a Negative Declaration is available at the City of Lodi Community Development Department.

Mitigation measures are ☒ are not ☐included in the project to avoid potentially significant effects on the environment.

The public review on the proposed Negative Declaration will commence on **Wednesday, June 13, 2012** and ending on **Thursday, July 12, 2012**. Copies of the document are available for review at the following locations:

- **Community Development Department**, 221 West Pine Street, Lodi, CA 95240
- **Lodi Public Library**, 201 West Locust Street, Lodi, CA 95240
- **Public Works Department,** 221 West Pine Street, Lodi, CA 95240

The City will provide additional public notices when the public hearings have been scheduled to consider approval of the Negative Declaration.

_____ _____

Konradt Bartlam, Community Development Director Date

# Section 4

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.1** | **AESTHETICS .** *Would the Project:* | | | | |
| | a. Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ■ | ☐ |
| | b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ■ |
| | c. Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☐ | ■ |
| | d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☐ | ■ |

The proposed project consists of the preparation and adoption of four Master Plans. The Master Plans involve the City's wastewater collection, water distribution, storm drainage systems, and bike master plans. No physical improvements or construction activities are proposed in conjunction with implementation of Master Plans. All pipeline improvement projects, including storm drain, water, and wastewater pipelines, and bike lane instillations will be evaluated for their impact on the environment at a future date on project-by-project basis. Therefore, the adoption of the proposed Master Plans would not involve any physical changes to the environment.

**Regulatory Setting:**
The proposed project would implement the General Plan goals and policies in the *Growth Management and Infrastructure and Transportation Element* of the General Plan and *Visual Resources* component of the General Plan EIR designed to reduce visual impacts. Applicable City Policies include, but are not limited to, the following:

- **GM-G2:** Provide infrastructure – including water, sewer, stormwater, and solid waster/recycling systems- that is designed and consistent with the projected capacity requirements and development phasing.
- **GM-P8:** Ensure that public facilities and infrastructure—including water supply, sewer, and stormwater facilities—are designed to meet projected capacity requirements to avoid the need for future replacement and upsizing, pursuant to the General Plan and relevant master planning.
- **GM-P11:** Prepare master plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provision for each phase. Existing master plan documents should be used until new master plans are developed, and updates should occur as follows:
  - A sanitary sewer system master plan should be undertaken soon after General Plan adoption. In particular, this master plan should address how to best provide sewer service for the growth on the east side of the city and for infill development, and to determine if additional

wastewater flows will need to be diverted into the proposed South Wastewater Trunk Line.

- A Citywide stormwater master plan should be prepared soon after General Plan adoption to confirm or revise existing planning studies.
- A White Slough Water Pollution Control Facility master plan should be completed during the early stages of Phase 1, most likely in 2013 or 2014.
- A recycled water master plan was prepared in May 2008 and is current as of 2009. It may be appropriate to update this document when the next WSWPCF master plan is prepared, in 2013 or 2014, to evaluate the feasibility of constructing a scalping plant to provide recycled water for use within the city.
- A potable water supply and distribution master plan is not urgently needed, as of 2009. Future planning should be completed as necessary.
- The Urban Water Management Plan should be updated on a five year basis in compliance with State of California mandated requirements. Future plans should be developed in 2010, 2015, 2020, 2025, and 2030.

- **T-P22:** Use the City's Bike Master Plan as a comprehensive method for implementing bicycle circulation, safety, and facilities development. Update the Plan for consistency with the General Plan.

**Impact Analysis:**

**(a)** Determination of significance for potential impacts to visual resources is based primarily on the level of visual sensitivity in an area. Scenic vistas typically consist of a far reaching view, such as a panoramic view of a skyline or ridgeline, and provide an aesthetic public benefit (i.e. available to the general public). All roads nationally designated as such are considered part of America's Byways collection and must possess at least one of these six intrinsic qualities: historic, cultural, natural, scenic, recreational, and/or archaeological. To receive an All-American Road designation, a road must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere. The road must also be considered a "destination unto itself," and must provide an exceptional travel experience. (http://www.scenic.org/byways).

No scenic vistas or other scenic resources have been identified within the City of Lodi. The project does not propose the construction of any new structures that could block views. The project limits currently consist of rural residential, agricultural and open space land uses. The nearest highways to the project limits are SR-12 and SR-99, which are not considered state scenic highways and would not be impacted. Scenic resources, such as rock outcroppings and historic buildings, are not known to exist within the project limits. Further, the Master Plans do not involve construction, site grading, and disturbing. Future construction project would be viewed for potential environmental impact on project basis. Therefore, because the proposed project would not affect a known scenic vista or damage scenic resources, impacts would be considered ***less-than-significant***.

**Significance Determination:** Less than significant.

**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**(b)** There are no designated scenic highways within the City of Lodi. The proposed Master Plans are not expected to damage any existing historic buildings. The General Plan and General Plan EIR have not identified any scenic rock outcroppings within the City of Lodi. Adoption of the Master Plans does not involve physical improvements or result in construction activities. Future construction project would be viewed for potential environmental impact on project basis. Therefore, because the proposed project would not affect a known scenic vista or damage scenic resources, impacts would be considered ***less-than-significant***.

**Significance Determination:** No impact.
**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**(c)** A project is generally considered to have a significant aesthetic impact if the project substantially changes the character of the project site such that it becomes visually incompatible in comparison to that of its surroundings.

The Master Plans involve development of infrastructure for future implementation and construction. The Master Plans are intended to implement the above mentioned General Plan policies.[1] The proposed Master Plans would not affect any text in the General Plan relative to aesthetics. The visual character of the City will not be degraded through implementation of the proposed project. Therefore, no impact would occur.

**Significance Determination:** No impact.
**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**(d)** Building materials (i.e., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times. Nighttime light sources include, but are not limited to, residential developments, vehicles (headlights), overhead street lighting, parking lot lighting, and security related lighting for non-residential uses. However, the Master Plans do no involve any construction activities. Therefore, no impact would occur.

**Significance Determination:** No impact.
**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**Sources:**
City of Lodi. *Lodi General Plan.* Prepared by Dytte & Bhatia, Inc. April 2010.

[1] City of Lodi General Plan 2010. Growth Management and Infrastructure Element. P. 3.1-32.

California, State of, Department of Transportation. *San Joaquin County Officially Designated State Scenic Highways and Historic Parkways 2009.* Available online at http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

California, State of, Department of Transportation. *Scenic Highway Guidelines*. Also available online at

http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/scenic_hwy_guidelines.pdf

U.S. Department of Transportation, Federal Highway Administration. *The National Scenic Byways Program*. (http://www.scenic.org/byways).

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.2** | **AGRICULTURE RESOURCES:** *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:* | | | | |
| | a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ■ |
| | b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ■ |
| | c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in PRC Sec. 4526), or timberland zoned Timberland Production (as defined in PRC Sec. 51104 (g)? | ☐ | ☐ | ☐ | ■ |
| | d. Result in loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ■ |
| | e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | ☐ | ☐ | ☐ | ■ |

**Regulatory Setting:**
The proposed project would implement the General Plan goals and policies in the *Growth Management and Infrastructure and Transportation Elements* of the General Plan and *Visual Resources* component of the General Plan EIR designed to reduce visual impacts. Applicable City Policies include, but are not limited to, the following:

- **GM-G1:** Ensure contiguous, paced and orderly growth by identifying phases for development. Allow development in subsequent phases only once thresholds of reasonable development in prior phases have been archived.
- **GM-P2:** Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Figure 3-1. Enforce phasing through permitting and infrastructure provision. Development may not extend to Phase 2 until Phase 1 has reached 75% of development potential (measured in acres) and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential. In order to respond to market changes in the demand for various land use types, exemptions may be made to allow for development in future phases before these thresholds in the previous phase have been reached.
- **C-G1:** Promote preservation and economic viability of agricultural land surrounding Lodi.

- **C-P3:** Support the continuation of agricultural uses on lands designated for urban uses until urban development is imminent.
- **C-P4:** Encourage San Joaquin County to conserve agricultural soils, preserve agricultural land surrounding the city and promote the continuation of existing agricultural operations, by supporting the county's economic programs.

**Farmland Mapping and Monitoring Program Classification**

The Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) prepares Important Farmland maps periodically for most of the state's agricultural areas based on information from Natural Resources Conservation Service (NRCS) soil survey maps, Land Inventory and Monitoring (LIM) criteria developed by NRCS, and land use information mapped by the California Department of Water Resources (DWR). These criteria generally are expressed as definitions that characterize the land's suitability for agricultural production, physical and chemical characteristics of the soil, and actual land use, Important Farmland maps generally are updated every 2 years.

**(a)** Agriculture has historically been an important part of Lodi's land use and economy. Impacts resulting from conversion of important farmland, including conversions for infrastructure improvements, were considered and analyzed in the City's General Plan EIR (2009). In addition, the City's General Plan policies C-P7 and C-P8[2] involve mitigation measures aimed for the preservation of agricultural land and activities. The proposed Master Plans are implementing directives of the said General Plan and involve no construction activities. Future construction projects would be subjected to environmental review on a project-by-project basis. Because the proposed Master Plans and the fee program would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the project would have no impact from conversion of farmland.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**(b)** The proposed Master Plans do not involve physical improvements or construction activities. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Therefore, no impact would occur due to the proposed the Master Plans.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**(c)** A significant impact may occur if the proposed Project were to result in the conversion of forest land to non-forest land. The proposed project does not contain any improvements on land considered forest land (as defined in Public Resources Code

[2] City of Lodi General Plan 2010. Conservation Element. P. 7.1-40.

section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**(d)** A significant impact may occur if the proposed Project were to result in the conversion of forest land to non-forest land. The proposed project does not contain any improvements on land considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**(e)** Most of the proposed project limits are in areas currently used as agricultural land and classified as Prime Farm Land by the Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP). Physical installation of the plans is expected to be commensurate with urban development in these areas. As a result, the proposed project would not cause conversion of farmland to non-agricultural use greater than what has been anticipated and analyzed by the General Plan. The General Plan EIR found that a significant and unavoidable impact related to the conversion of farmland would occur. However, Findings of Fact and Statement of Overriding Considerations were adopted as part of the Certification of the 2010 General Plan EIR. The Master Plans study area is designated for development and would require annexation and pre-zoning prior to development and in depth environmental review at a project level. Therefore, the Master Plans would not conflict with existing zoning for agricultural use. Therefore, the proposed project would have **no impact.**

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required.
**Significance After Mitigation:** No impact.

**Sources:**

California Department of Conservation, Division of Land Resource Protection. *San Joaquin County Important Farmland 2006*. June 2008.

_____. Farmland Mapping and Monitoring Program (2004-2006).

City of Lodi. *Lodi General Plan.* Prepared by Dytte & Bhatia, Inc. April 2010.

City of Lodi. *Lodi General Plan EIR 2010.* Prepared by Dytte & Bhatia, Inc. SCH Number: 2009022075. April 2010.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.3** | **AIR QUALITY.** *Would the Project:* | | | | |
| | a. Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☐ | ■ |
| | b. Violate any air quality standard or contribute substantially to an existing or Projected air quality violation? | ☐ | ☐ | ☐ | ■ |
| | c. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☐ | ■ |
| | d. Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☐ | ■ |
| | e. Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☐ | ■ |

**Introduction**

The City of Lodi is located in the San Joaquin Valley Air Basin (SJVAB). Air quality conditions in the SJVAB are regulated by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The following sections describe the overall regulatory framework for air quality management in California and the region, discuss federal and state ambient air quality standards, summarize existing air quality conditions in the Project area, and identify sensitive receptors in the Project area.

**Regional Climate and Topography**

The area's climate is considered "inland Mediterranean" and is characterized by warm, dry summers and cool winters. Summer high temperatures often exceed 100°F, averaging in the low 90s in the northern valley and high 90s in the south. Although marine air generally flows into the basin from the Sacramento-San Joaquin River Delta, the surrounding mountain ranges restrict air movement through and out of the valley. Wind speed and direction influence the dispersion and transportation of ozone precursors, particulate matter less than 10 microns in diameter ($PM_{10}$), and carbon monoxide (CO); the more wind flow, the less accumulation of these pollutants.

The vertical dispersion of air pollutants in the SJVAB is limited by the presence of persistent temperature inversion (warm air over cool air). Because of differences in air density, the air above and below the inversion does not mix. Ozone (03) and its precursors will react to produce higher concentrations under an inversion and will trap directly emitted pollutants, such as *0.* Precipitation and fog tend to reduce or limit pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog block the required radiation. CO is slightly water soluble, so precipitation and fog tend to reduce CO concentrations in the atmosphere. $PM_{10}$ is somewhat "washed" from the atmosphere with precipitation. Annual

precipitation in the San Joaquin Valley decreases from north to south, with about 20 inches in the north, 10 inches in the middle, and less than 6 inches in the southern part of the valley.

**Air Quality Management**

The air quality management agencies of direct importance in San Joaquin County include the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), and the SJVAPCD. EPA has established federal ambient air quality standards for which ARB and the SJVAPCD have primary implementation responsibility. ARB and the SJVAPCD are also responsible for ensuring that state ambient air quality standards are met. The SJVAPCD is also responsible for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development.

Air quality is determined primarily by the type and amount of contaminants emitted into the atmosphere, the size and topography of the air basin, and its meteorological conditions. State and federal criteria pollutant emission standards have been established for six pollutants: CO, 03, $PM_{10}$ and $PM_{2.5}$ [particulates 2.5 microns or less in diameter], nitrogen dioxide ($NO_z$), sulfur dioxide ($SO_z$), and lead. Within the SJVAB, the SJVAPCD is responsible for ensuring that these emission standards are not violated.

Existing air quality conditions in the Project area can be characterized in terms of the ambient air quality standards that the federal government and California have established for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health and welfare with an adequate margin of safety. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). The national ambient air quality standards (NAAQS), which describe acceptable conditions, were first authorized by the federal Clean Air Act of 1970. Air quality is considered in "attainment" if pollutant levels are below or equal to the NAAQS continuously and exceed them no more than once each year. The California Ambient Air Quality Standards (CAAQS), which describe adverse conditions, were authorized by the state legislature in 1967. Pollution levels must be below the CAAQS before a basin can attain the standard.

**Sensitive Receptors**

The SJVAPCD defines sensitive receptors as "facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants (San Joaquin Valley Air Pollution Control District 2002)." Typical sensitive receptors are residences, hospitals, schools, parks, and places of worship.

**San Joaquin Valley Air Pollution Control District Thresholds**

SJVAPCD does not require construction emissions to be quantified. Rather, it requires implementation of effective and comprehensive feasible control measures to reduce $PM_{10}$ emissions (San Joaquin Valley Air Pollution Control District 2002). SJVAPCD considers $PM_{10}$ emissions to be the greatest pollutant of concern when assessing construction-related air quality impacts. It has determined that compliance with its Regulation VIII, including implementation of all feasible control measures specified in its *Guide for Assessing Air Quality Impacts* (San Joaquin Valley Air Pollution Control District 2002) constitutes sufficient mitigation to reduce construction-related $PM_{10}$ emissions to less-than-significant levels and minimize adverse air quality effects. Since the publication of the district's guidance manual,

the district has revised some of the rules making up Regulation VIII, Guidance from district staff indicates that implementation of a dust control plan would satisfy all of the requirements of SJVAPCD Regulation VIII. Although explicit thresholds for construction-related emissions of ozone precursors are not enumerated in the *Guide for Assessing and Mitigating Air Quality Impacts,* the SJVAPCD considers a significant impact to occur when construction emissions of reactive organic gases (ROG) or oxides of nitrogen ($NO_x$) exceed 10 tons per year.

On December 15, 2005, SJVAPCD adopted Rule 9510, Indirect Source Review. This rule fulfills the district's emission reduction commitments in the $PM_{10}$ and Attainment Plans through emission reductions from the construction and use of development Projects through design features and onsite measures. Rule 9510 requires implementation of control measures to mitigate construction related $NO_x$ and $PM_{10}$ emissions from roadway Projects in excess of 2.0 tons. If additional mitigation is necessary to achieve the required reductions, emissions offsets can be purchased. Compliance with Rule 9510 is separate from the CEQA process, although the control measures used to comply with the Rule 9510 may be used to mitigate CEQA impacts.

**General Plan Goals and Policies**

The proposed project would implement the General Plan goals and policies in the *Conservation Element* of the General Plan and *Air Quality Resources* component of the General Plan EIR. Applicable City Policies include, but are not limited to, the following:

- **C-P48:** Require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emission requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are to be required on construction equipment.
- **C-P49:** Continue to require mitigation measures as a condition of obtaining permits to minimize dust and air emissions impacts from construction.
- **C-P50:** Require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to:
  - Site watering or application of dust suppressants;
  - Phasing or extension of grading operations;
  - Covering of stockpiles;
  - Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour); and
  - Revegetation of graded areas.
- **C-P51:** Cooperate with other local, regional, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards and address cross-jurisdictional and regional transportation and air quality issues.
- **C-P52**: Use the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Guide for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall consult with the SJVAPCD during CEQA review for projects that require air quality impact analysis and ensure that the SJVAPCD is on the distribution list for all CEQA documents.

- **C-P50:** Support recommendations to reduce air pollutants found in the San Joaquin Valley Air Pollution Control District (SJVAPCD) local attainment plans and use its regulatory authority to mitigate "point" sources of air pollution (e.g., factories, power plants, etc.).

**(a)** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the San Joaquin Valley Air Pollution Control District policies. The proposed project is a policy document designed to guide future development within the planning area over the long term. The Plans would follow all City policies meant to protect and improve air quality, integrate the air quality, land use, and transportation planning process, and reduce greenhouse gas emissions and global climate change. The impact analysis in the General Plan regarding confliction with or obstruction of implementation of an applicable air quality plan found the impact to be less-than-significant with implementation of the City's Construction Mitigation Measures (Policy C-P50).[3] All future development projects would be required to comply with General Plan Goals, Policies, and Policy Actions, as well as General Plan EIR Mitigation Measure AQ-3.8, which requires compliance with the San Joaquin Valley Air Pollution Control District (SJVAPCD) regulations and permitting requirements.

The proposed Master Plans are consistent with the recently updated General Plan. As implementation policy of the General Plan, and General Plan EIR, policy documents are considered to conflict with an Air Quality Plan or contribute to new air quality violations, as no physical development is proposed. In addition, the General Plan Air Quality Element cites the BMP as an implementing policy document for air quality improvements because it encourages bicycling for transportation purposes. This is consistent with air quality planning and transportation planning efforts in the region, which due to the ozone non-attainment status emphasize alternative modes of transportation. To the extent that increased levels of bicycling reduce vehicle trips, vehicle idling and vehicle miles traveled, implementation of the BMP Update would reduce the emissions of criteria pollutants, including NOx and ROG, the precursors to ozone. As a result, implementation of the BMP Update will not conflict with local, regional, state or federal air quality planning. Because the City would ensure that all of the improvement projects included in the Master Plans would adhere to all relevant General Plan air quality policies aimed at ensuring consistency with applicable air quality plans, impacts regarding conflict with or obstruction of implementation of the applicable air quality plan would be considered ***no impact.***

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** A project may have a significant impact if project related emissions would exceed Federal, State, or regional standards or thresholds, or if project related emissions would substantially contribute to an existing or project air quality violations. As aforementioned in item (a), this project involves the adoption of Master Plans and involves no construction activities. Ultimate construction and operation of the improvements identified in the Master Plans could violate air quality standards. However, those projects would be subject to project-level environmental impact

[3] City of Lodi General Plan 2010. Conservation Element. P. 7.1-40.

analyses. The proposed project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation since it does not involve physical improvements or construction activities. All future projects including, but not limited to, Subdivision Maps, Parcel Maps, Conditional Use Permits, Site Plan Review, and Planned Development Review projects must be evaluated to ensure compliance with air quality standards, including construction, area source, and operational emissions.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** As discussed in checklist item 4.3(a) and(b), the project will not significantly increase the production of any criteria pollutant as described in section a), therefore, it is appropriate to conclude that the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable. Future construction activities will be subject to environmental review on a project-by-project basis.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** When quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Consistent with SJVAPCD Localized Significance Threshold (LST) methodology guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As such, localized impacts that may result from the proposed Master Plans would be of no consequences as there no construction activity is being proposed at this time. Ultimate construction and operation any segment of the Master Plans would be subject to environmental review on a project-by-project basis.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** According to the SJVAPCD *Guide For Assessing and Mitigating Air Quality Impacts,* land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. This project involves adaptation and implementation of Master Plans. No construction activities or operations are proposed. As such, no potential odor impacts are anticipated due to the project.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective.*

City of Lodi. 2010. *City of Lodi General Plan Policy Document.* Prepared by Dytte and Bhatia, Inc., April 2010.

San Joaquin Valley Air Pollution Control District. 2002. Guide for assessing and mitigating air quality impacts. Mobile Sources/CEQA Pages 22-26. Section of the Planning Division of the san Joaquin Valley Air Pollution Control District. Fresno, CA.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.4 GREENHOUSE GAS EMISSIONS.** *Would the Project:* | | | | | |
| a. | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ■ | ☐ |
| b. | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ■ | ☐ |

Since the adoption of AB 32, there has been little regulatory guidance regarding quantification of potential greenhouse gas (GHG) impacts. Given the complexity of the overall interactions between various global and regional scale air emissions, it is difficult to determine whether any proposed project would alter any existing conditions. No statewide significance threshold has been adopted. Although the San Joaquin Valley Air Pollution Control District has adopted interim guidance on GHG analysis, this guidance only applies to stationary sources.

The recently revised CEQA Guidelines indicate that the lead agency should use careful judgment in assessing potential GHG impacts. Pursuant to the Guidelines, the lead agency should make a good faith effort to describe a project's potential GHG emissions. The lead agency may, in its discretion, rely on a quantitative or qualitative analysis for these purposes (CEQA Guidelines, Section 15064.4(a))

**(a)** Climate change is the distinct change in measures of climate for a long period of time.[4] Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect". The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet approximately 60° F warmer than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases (GHGs) occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Since 1750, it is estimated that the concentrations of carbon

[4] United States Environmental Protection Agency. Frequently Asked Questions About Global Warming and Climate Change. Back to Basics. April 2009.

dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

California is a substantial contributor of global greenhouse gases (GHG's), emitting over 400 million tons of $CO_2$ a year. Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHG's are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHG's have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of anthropogenic activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of $CO_2$, methane, and nitrous oxide from before the start of the industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that $CO_2$ concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global $CO_2$ concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG's needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHG's at 400 to 450 ppm carbon dioxide-equivalent concentration is required to keep mean global climate change below 2c, which in turn is assumed to be necessary to avoid dangerous climate change.

City of Lodi Greenhouse Gas Emissions

In accordance with Assembly Bill 32 (AB 32) 2006 and Senate Bill (SB 97) 2007, the City of Lodi is implementing a policy that requires Negative Declarations, Mitigated Negative Declarations and Environmental Impact Reports prepared to comply with CEQA to include a GHG Emissions analysis. The adverse impacts of global climate change include impacts to water supply, air quality, fire hazards, sea level rise (flooding), and an increase in health related problems. AB 32 establishes a state goal of reducing GHG emissions to 1990 level by the year 2020. The long range reduction goal is reflected in Executive Order S-3-05, which requires GHG to be reduced to 80 percent below 1990 levels by 2050.

When dealing with air quality issues related to operation emissions, thresholds are usually compared to the net change in emissions compared to baseline conditions (normally existing conditions with no Project). In addition, there are currently no health-based standards that measure the threat GHGs, including $CO_2$, pose on human health.

In comparison to existing conditions, implementation of the proposed Master Plans would not increase vehicle emissions generated by mobile source as well as emissions generated by stationary sources because it does not propose physical improvements or

construction activities. The City's General Plan is consistent with the State's goal of reducing GHG emissions to 1990 levels by 2020 and is consistent with the City of Lodi General Plan 2010 and accompanying EIR. Therefore, no impact is anticipated.

It should be noted that any future development project consistent with the General Plan would be required to implement all relevant City policies, such as Policy C-P36, which provides guidance on reducing GHG emissions and global climate change, as well as other policies included in the *Conservation Element* of the General Plan designed to promote a variety of energy conservation measures. In addition, each future development project would be required to comply with CARB's AB 32 Scoping Plan, including compliance with the cap-and-trade and other regulations, Governor's Office of Planning and Research (OPR) Technical Advisory, Office of the Attorney General measures, the CalGreen Code, and any other plans or regulations set forth for reducing GHG emissions at the time of project approval. Compliance with all applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions would help to ensure that project GHG emissions would not result in a significant impact on the environment.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** As stated previously, adoption of the proposed Master Plans would not conflict with applicable regional or local plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. The proposed Project would be consistent with the State's goals of reducing GHG emissions to 1990 levels by 2020. As such, the proposed Project's contribution to climate change/worldwide GHG emissions would be less than significant.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources**

California Air Resources Board (CARB), *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005.

California Air Resources Board (CARB), *Ambient Air Quality Standards,* last updated February, 2007.

California Air Resources Board, *California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*, 2007.

San Joaquin Valley Air Pollution Control District (SJVAPCD), *Guide for Assessing and Mitigating Air Quality Impacts, Technical Document: Information for Preparing Air Quality Sections in EIRs,* Adopted August 20, 1998; January 10, 2002 revision.

San Joaquin Valley Air Pollution Control District (SJVAPCD), *District Air Quality Plans and Related Reports, Particulate Matter, and Ozone*, 2003.

San Joaquin Valley Air Pollution Control District (SJVAPCD), *Ambient Air Quality Standards and Valley Attainment Status,* 2005.

US Environmental Protection Agency, Inventory of US Greenhouse Gas Emissions and Sinks 1990-2006, 2008.

| Issues | | Potentially Significant Impact | Potentially Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.5** | **BIOLOGICAL RESOURCES**<br>*Would the proposal:* | | | | |
| a. | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ■ |
| b. | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ■ |
| c. | Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ■ |
| d. | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? | ☐ | ☐ | ☐ | ■ |
| e. | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ■ |
| f. | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ■ | ☐ |

## Regulatory Setting

### Federal Endangered Species Act (ESA)

The ESA protects fish and wildlife species and their habitats that have been identified by US Fish and Wildlife Services (USFWS) or the National Marine Fisheries Service (NMFS) as threatened or endangered. *Endangered* refers to species, subspecies, or distinct population segments that are in danger of extinction through all or a significant portion of their range. *Threatened* refers to species, subspecies, or distinct population segments that are likely to become endangered in the near future. In general, NMFS is responsible for protection of federally listed marine species and anadromous fishes, whereas other listed species are under USFWS jurisdiction. Provisions of Sections 9 and 10 of the ESA may be relevant to the Project; these are summarized below.

**Section 9: Prohibitions**
Section 9 of the ESA prohibits the take of any fish or wildlife species listed under the ESA as endangered. Take of threatened species is also prohibited under Section 9, unless otherwise authorized by federal regulations.1 *Take* is defined by the ESA as intending "[to] harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." *Harm* is defined as "any act that kills or injures the species, including significant habitat modification." In addition, Section 9 prohibits removing, digging up, cutting, and maliciously damaging or destroying federally listed plants on sites under federal jurisdiction.

**Section 10: Nonfederal Actions**
In cases where a nonfederal entity is undertaking an action that does not have federal funding or require federal authorization, the take of listed species must be permitted by USFWS through the Section 10 process. If the proposed Project would result in the incidental take of a listed species, the applicant first must obtain an incidental take permit under ESA Section 10. To receive an incidental take permit, the nonfederal entity is required to prepare a habitat conservation plan that describes Project impacts and specifies conservation measures that avoid, minimize, and mitigate the Project's impact on listed species and their habitat.

The proposed Project would be a covered activity within the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) area. The SJMSCP, in accordance with ESA Section 10 (a)(l)(B) provides compensation for conversion of open space to non-open space uses that affect plant, fish, and wildlife species covered by the plan (San Joaquin Council of Governments 2000).

**Federal Clean Water Act**
The federal Clean Water Act (CWA) was enacted as an amendment to the federal Water Pollution Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to waters of the United States. The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The Federal CWA is administered by the EPA and the USACE. USACE is responsible for regulating the discharge of fill material into waters of the United States (including lakes, rivers, streams, and their tributaries) and wetlands. Wetlands are defined for regulatory purposes as areas that are "inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions"(Environmenta1 Laboratory 1987:13).

The discharge of dredged or fill material into waters of the United States is subject to permitting under CWA Section 404. Certification from the applicable Regional Water Quality Control Board (RWQCB) is also required when a proposed activity may result in discharge into navigable waters, pursuant to CWA Section 401 and EPA's Section 404(b)(1) guidelines. On june 5,2007, the EPA and the U.S. Department of the Army issued a memorandum titled Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos* v. *United States* & *Carabell* v, *United States* that states that the agencies will assert jurisdiction over the following categories of water bodies: traditional navigable waters (TNWs), wetlands adjacent to TNWs, nonnavigable tributaries of TNWs that are

relatively permanent, and wetlands that abut such tributaries (U.S. Environmental Protection Agency and U.S. Department of the Army 2007).

**Presidential Executive Order 13186: Federal Migratory Bird Treaty Act**

The MBTA (16 *U.S. Government Code* 703-7111 prohibits the take of any migratory bird or any part, nest, or eggs of any such bird. Under the act, *take* is defined as the action of or attempt to "pursue, hunt, shoot, capture, collect, or kill." This act applies to all persons and agencies in the United States, including f3deral agencies.

Executive Order CEO) 13186 for conservation of migratory birds (January 11,2001) requires that any Project with federal involvement address impacts of federal actions on migratory birds. The order is designed to assist federal agencies in their efforts to comply with the MBTA and does not constitute any legal authorization to take migratory birds. The order also requires federal agencies to work with USFWS to develop a memorandum of understanding (MOU). Protocols developed under the MOU must promote the conservation of migratory bird populations through the following means.

- Avoid and minimize, to the extent practicable, adverse impacts on migratory bird resources when conducting agency actions.
- Restore and enhance habitat of migratory birds, as practicable.
- Prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

**State Regulations**

**California Environmental Quality Act**

CEQA is the regulatory framework by which California public agencies identify and mitigate significant environmental impacts. A Project normally is considered to result in a significant environmental impact on biological resources if it substantially affects a rare or endangered species or the habitat of that species; substantially interferes with the movement of resident or migratory fish or wildlife; or substantially diminishes habitat for fish, wildlife, or plants.

The State CEQA Guidelines define rare, threatened, or endangered species as those listed under CESA and ESA, as well as any other species that meets the criteria of the resource agencies or local agencies (e.g., CDFG-designated species of special concern, CNPS-listed species). The State CEQA Guidelines stipulate that the lead agency preparing an environmental impact report must consult with and receive written findings from CDFG concerning Project impacts on species that are listed as endangered or threatened. The effects of a proposed Project on these resources are important in determining whether the Project has significant environmental impacts under CEQA.

**California Endangered Species Act**

California implemented CESA in 1984. The act prohibits the take of endangered and threatened species; however, habitat destruction is not included in the state's definition of take. Under CESA, take is defined as an activity that would directly or indirectly kill an individual of a species, but the definition does not include harm or harass. Section 2090 requires state agencies to comply with endangered species protection and recovery and to promote conservation of these species. CDFG administers the act and may authorize take through Section 2081 agreements (except for species designated as fully protected).

Regarding rare plant species, CESA defers to the CNPPA of 1977, which prohibits importing, taking, and selling rare and endangered plants. State-listed plants are protected mainly in cases where state agencies are involved in Projects under CEQA. In these cases, plants listed as rare under the CNPPA are not protected under CESA but can be protected under CEQA.

**California Fish and Game Code**
**Fully Protected Species**
The California Fish and Game Code provides protection from take for a variety of species, referred to as fully protected species. Section 5050 lists fully protected amphibians and reptiles. Section 3515 prohibits take of fully protected fish species. Fully protected birds are listed in Section 35 11, and fully protected mammals are listed in Section 4700. The California Fish and Game Code defines take as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Except for take related to scientific research, all take of fully protected species is prohibited.

**Sections 3503 and 3503.5**
Section 3503 of the California Fish and Game Code prohibits the destruction of bird nests or eggs. Section 3503.5 prohibits the killing of raptor species and the destruction of raptor nests or eggs.

**California Native Plant Protection Act**
The CNPPA prohibits importation of rare and endangered plants into California, and take or sale of rare and endangered plants. CESA defers to CNPPA, which ensures that state-listed plant species are protected when state agencies are involved in Projects subject to CEQA. In this case, plants listed as rare under CNPPA are not protected under CESA, but rather under CEQA.

**Porter-Cologne Water Quality Control Act**
Section 13260 of the California Water Code requires "any person discharging waste, or proposing to discharge waste, in any region that could affect the waters of the state to file a report of discharge (an application for waste discharge requirements [WDRs])." Under the Porter-Cologne Water Quality Control Act definition, the term *waters* of *the state* is defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." Although all waters of the United States that are within the borders of California are also waters of the state, the converse is not true-in California, waters of the United States represent a subset of waters of the state. Therefore, the State of California retains authority to regulate discharges of waste into any waters of the state, regardless of whether USACE has concurrent jurisdiction under CWA Section 404. If USACE determines a wetland or other water (e.g., drainage ditch) is not subject to regulation under CWA Section 404, water quality certification under CWA Section 401 is not required. However, the RWQCB may impose WDRs if fill material would be placed into waters of the state. In accordance with a preliminary jurisdictional determination approach, the seasonal wetlands and drainage ditches in the study area were interpreted to fall within the scope of USACE jurisdiction.

**Local Regulations**
**San Joaquin County Multi-Species Habitat Conservation and Open Space Plan**
The key purposed of the SJMSCP is to provide a strategy for balancing the need to conserve Open Space and the need to convert open space to other uses while protecting the region's agricultural economy; preserving landowner's property rights; providing for the long-term

management of plant, fish and wildlife species, especially special-status species; providing and maintaining multiple-use open spaces which contribute to the quality of life of the residents; and accommodating a growing population while minimizing costs to Project proponents and society. The SJMSCP addresses 97 species over more than 1,400 square miles. It encompasses the entire county except for federally owned lands and area encompassing those Projects not covered by the SJMSCP listed in Section 8.2.2. The SJMSCP provides compensation for the conversion of open space.

The SJMSCP provides compensation for the Conversion of Open Space to non-Open Space uses which affect the plant, fish and wildlife species covered by the Plan. The SJMSCP compensates for Conversions of Open Space for the following activities: urban development, mining, expansion of existing urban boundaries, non-agricultural activities occurring outside of urban boundaries, levee maintenance undertaken by the San Joaquin Area Flood Control Agency, transportation Projects, school expansions, non-federal flood control Projects, new parks and trails, maintenance of existing facilities for non-federal irrigation district Projects, installation, maintenance activities, managing Preserves, and similar public agency Projects.

**(a)** The proposed project consists of adoption of the Master Plans that have been prepared as a directive of the 2010 General Plan. No construction activity is proposed. Therefore, no impacts to biological resources are expected as a result of the proposed Master Plans. All future constructions plans would by reviewed for environmental impact on project-by-project basis. Additionally, future construction activities within the project limits would be required to adhere to the requirements of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Pursuant to the Final EIR/EIS for the San Joaquin county Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), dated November 15, 2000, and certified by the San Joaquin Council of Governments on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from construction activates to a level of less-than–significant. That document is hereby incorporated by reference and is available for review during regular business hours at the San Joaquin Council of Governments (555 East Weber Avenue/Stockton, CA 95202) or online at www.sjcog.org.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** The proposed Master Plans do not involve construction activities. Potential impacts to Biological Resources due to constriction activities have been exhaustively examined and mitigation measures have been detailed in the City's General Plan EIR (SCH #2009022075) and mitigation polices are incorporated in the General Plan policy. All future projects and developments in the Plan Area, including all construction of lines, would be subject to environmental review on a project-by-project basis. Therefore, no impact is anticipated.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** A significant impact may occur if wetlands that are protected under federal regulation, as defined by Section 404 of the Clean Water Act, would be modified or removed. The proposed project consists of adoption and implementation of Master Plans prepared as directive of the 2010 General Plan. No construction activity is proposed. No impact would occur.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** A significant impact may occur if the proposed Project interferes or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites. The proposed Master Plans do not involve construction activities. Additionally, the project limits are not identified as a missing linkage on the California Wilderness Coalition California's Missing Linkages Report. Therefore, no impact is anticipated due to the implementation of the proposed Master Plans.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** A significant impact may occur if the proposed Project would cause an impact that was inconsistent with local regulations pertaining to biological resources, including protected trees. The proposed project consists of adoption and implementation of Master Plans. No construction activity is proposed. Additionally, the City of Lodi General Plan (Conservation Element) includes goals and policies intended to protect sensitive native vegetation and wildlife habitats. Adaptation of the proposed Master Plans and fee program will have no impacts on the preservation or conservation plans.

**Significance Determination:** No Impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(f)** A significant impact may occur if the proposed Project were inconsistent with mapping or policies in any conservation plans of the types cited. The proposed project consists of adoption and implementation of Master Plans. The Master Plans would comply with the 2010 General Plan and visions and goals outlined therein. Development consistent with the 2010 General Plan would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plans. Policies that would mitigate impacts to *Biological Resources* are listed in the General Plan Draft EIR, *Biological Resources 3.4-1*. Implementation of policies and mitigation measures listed therein, particularly those related to riparian corridors, wetlands, special-status species, sensitive natural communities, and wildlife movement corridors, would ensure that any covered species would not be adversely impacted. As a result, this impact would be less than significant.

**Significance Determination:** Less Than Significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

City of Lodi. *Final Environmental Impact Report for the City of Lodi General Plan*. Prepared by Dytte & Bhatia, Inc., April 2010.

San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.6** | **CULTURAL RESOURCES**<br>*Would the Project:* | | | | |
| | a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | ☐ | ☐ | ■ | ☐ |
| | b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☐ | ■ | ☐ |
| | c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature? | ☐ | ☐ | ■ | ☐ |
| | d. Disturb any human remains, including those interred outside of formal cemeteries. | ☐ | ☐ | ■ | ☐ |

**Regulatory Setting**

**California Environmental Quality Act**

CEQA requires that public agencies (in this case, the City) that finance or approve public or private Projects must assess the effects of the Project on cultural resources. Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance. CEQA requires that if a Project would result in significant effects on important cultural resources, alternative plans or mitigation measures must be considered; only significant cultural resources, however, need to be addressed. Therefore, prior to the development of mitigation measures, the importance of cultural resources must be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are:

- identify cultural resources;
- evaluate the significance of resources;
- evaluate the impacts of a Project on significant cultural resources; and
- develop and implement measures to mitigate the impacts of the Project only on significant resources, namely historical resources and unique archaeological resources.

The State CEQA Guidelines define three ways that a cultural resource may qualify as a historical resource for the purposes of CEQA review:

1. if the resource is listed in or determined eligible for listing in the CRHR;
2. if the resource is included in a local register of historical resources, as defined in Public Resources Code (PRC) 5020.1(k), or is identified as significant in an historical resource survey meeting the requirements of PRC 5024.1Cg) unless the preponderance of evidence demonstrates that it is not historically or culturally significant; or
3. the lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (14 California Code of Regulations [CCR] 15064.5[a]).

A cultural resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- is associated with the lives of persons important in our past;
- embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or has yielded, or may be likely to yield, information important in prehistory or history.

In addition, CEQA distinguishes between two classes of archaeological resources: archaeological resources that meet the definition of a historical resource as above, and "unique archaeological resources." An archaeological resource is considered unique if it:

- is associated with an event or person of recognized significance in California or American history or of recognized scientific importance in prehistory;
- can provide information, that is of demonstrable pubic interest and is useful in addressing scientifically consequential and reasonable research questions; or
- has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind (PRC 21083.2).

**Lodi General Plan**

The Conservation Element of the Lodi Draft General Plan addresses cultural resources with the following goals.

C-G5: Encourage the identification, protection, and enhancement of archaeological resources.

C-G6: Preserve and enhance districts, sites, and structures that serve as significant, visible connections to Lodi's social, cultural, economic, and architectural history.

The following policies are pertinent to the proposed Project.

C-P14: In the event that archaeological/paleontological resources are discovered during site excavation, the City shall required that grading and construction work on the Project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist. The City will require that a qualified archaeologist/paleontologist make recommendations for measures necessary to protect any site determined to contain or constitute a historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontological materials. City staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously allowed by the City.

C-PIS: If any human remains are discovered or recognized in any location on the Project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The San Joaquin County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin: (1) the descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of

treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or (2) the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the Commission.

Policies C-PI6 through C-P21 address the preservation, maintenance, recording, and evaluation of historic buildings, structures, and districts.

**(a)** A significant impact would occur if the Project caused a substantial adverse change to a historical resource through demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. The proposed project consists of adoption of Master Plans. The proposed Master Plans do not involve construction, grading, and site disturbance. Therefore, the Project would have less than significant impact on historical resources as defined by CEQA

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** A significant impact would occur if the Project caused a substantial adverse change to a historical resource through demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. The proposed project consists of the adoption of Master Plans. The proposed Master Plans do not involve construction, grading, and site disturbance. All future construction activities would be evaluated for potential environmental impacts on project-by-project basis. The proposed project would not change or have any effect on these existing regulation or mitigation measures; no impact on archeological resources would result. Therefore, the Project would have less than significant impact on historical resources as defined by CEQA

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** A significant impact may occur if grading or excavation activities associated with the proposed Project would disturb paleontological resources or geologic features that exist within the Project site. The proposed project consists of the adoption of Master Plans. The proposed Master Plans do not include construction, grading, and site disturbance. Additionally, the General Plan EIR found no unique geologic features within the Planning Area. The City is not known to contain documented paleontological resources. It is unlikely that unknown paleontological resources would exist within the project limits. The Master Plans do not propose to change the General Plan land use designation or the zoning for any parcel that was previously identified for preservation or open space; no impacts to paleontological resources are anticipated.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** The proposed Master Plans would not authorize any plans for development/construction or redevelopment; therefore, it would have no impact on human remains. Procedures to notify the County Coroner and Native American representatives are implemented in accordance with California Health and Safety Code Section 7050.5 for all development projects within the city. This requirement is furthermore reinforced through General Plan EIR. The proposed project would have no effect on this existing regulatory standard or General Plan EIR mitigation measures; therefore, this project would have no effect involving potential disturbance or recovery of human remains.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

City of Lodi. *Final Environmental Impact Report for the City of Lodi Draft General Plan*. Prepared by Dytte and Bhatia, Inc., April 2010.

_____. *City of Lodi General Plan Policy Document.* Prepared by by Dytte and Bhatia, Inc., April 2010.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.7** | **GEOLOGY AND SOILS.** *Would the Project:* | | | | |
| | a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| | i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ■ |
| | ii. Strong seismic ground shaking? | ☐ | ☐ | ☐ | ■ |
| | iii. Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | ■ |
| | iv. Landslides? | ☐ | ☐ | ☐ | ■ |
| | b. Result in substantial soil erosion, or the loss of topsoil? | ☐ | ☐ | ☐ | ■ |
| | c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☐ | ■ |
| | d. Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☐ | ■ |
| | e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ■ |

## Regulatory Setting

### Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (PRC 2621 et seq.), enacted in 1972 as the Alquist-Priolo Special Studies Zones Act and renamed in 1994, is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist- Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zones). It also defines criteria for identifying active faults, giving legal weight to terms such as active, and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones.

Under the Alquist-Priolo Act, faults are zoned, and construction along or across them is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands show evidence of surface displacement during Holocene time (defined for purposes of the act as referring to approximately the last 11,000 years). A fault is considered well-defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment (Hart and Bryant 1997).

**Seismic Hazard Mapping Act**
Like the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 (PRC Section 2690-2699.6) is intended to reduce damage resulting from earthquakes. Whereas the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong groundshaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act: the state is charged with identifying and mapping areas at risk of strong groundshaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites within Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been carried out, and measures to reduce potential damage have been incorporated into the development plans.

**Lodi General Plan**
The Conservation Element and the Safety Element of the Draft General Plan includes a number of policies related to geology, seismicity, and soils.

C-G2: Maintain the quality of the Planning Area's soil resources and reduce erosion to protect agricultural productivity.

C-P6: Require new development to implement measures that minimize soil erosion from wind and water related to construction and urban development. Measures may include:

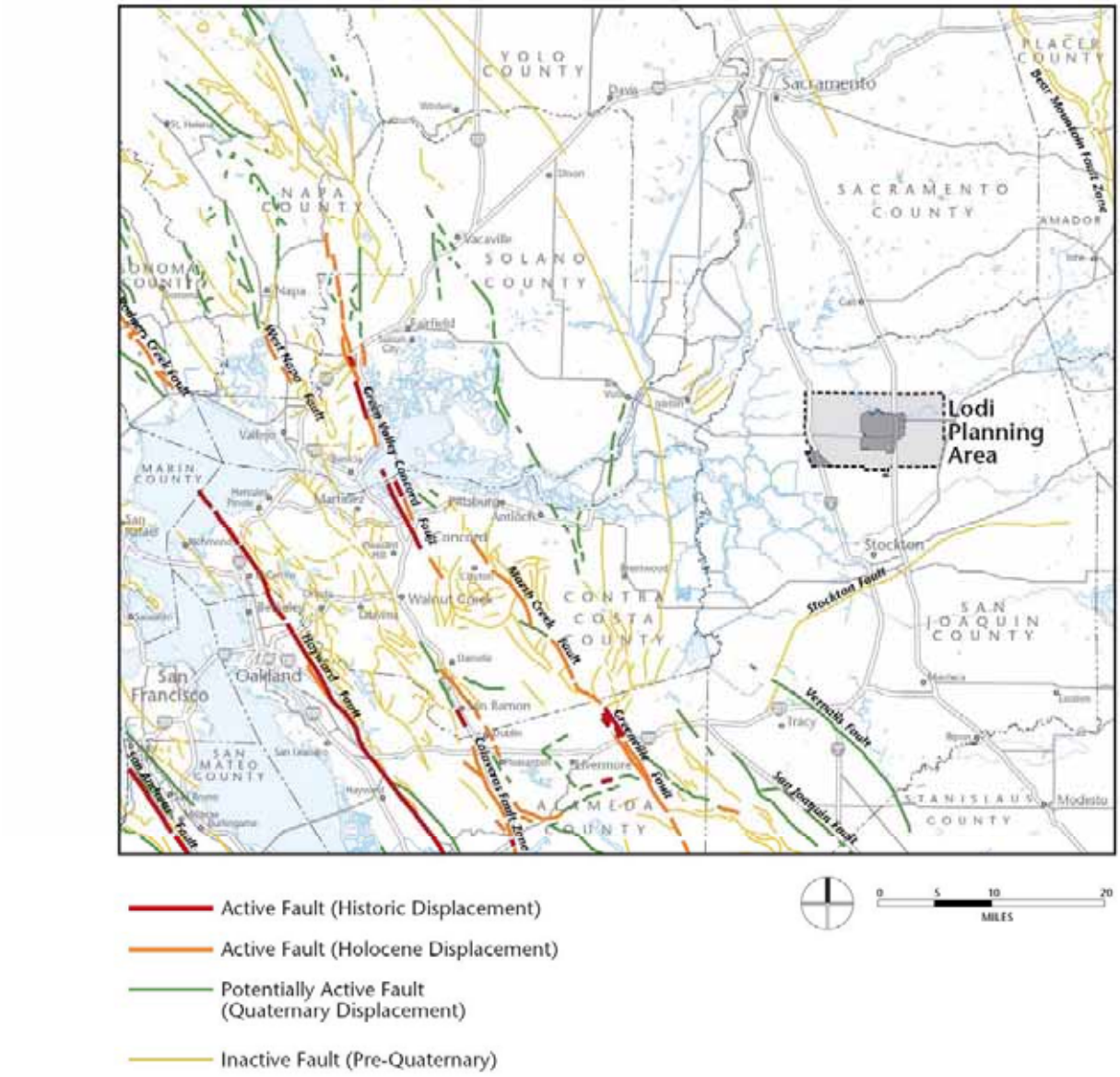
- Construction techniques that utilize site preparation, gracing, and best management practices that provide erosion control and prevent soil contamination.
- Tree rows or other windbreaks shall be used within buffers on the edge of urban development and in other areas as appropriate to reduce soil erosion.

S-G-2: Prevent loss of lives, injury, illness, and property damage due to flooding, hazardous materials, seismic and geological hazards, and fire.

S-P20: Require soils reports for new Projects and use the information to determine appropriate permitting requirements, if deemed necessary.

S-P22: Require new development to include grading and erosion control plans prepared by a qualified engineer or land surveyor.

**Figure 4-1: Regional Faults**




The proposed project consists of the adoption of Master Plans. The Master Plans do not propose construction activities. The Master Plans would not involve any physical changes to the environment.

i. There are no mapped surface or subsurface faults that traverse the city and the city is not listed within a State designated Alquist-Priolo Earthquake Fault Zone. Any future construction will be required to employ building standards set forth in the City's Building Code, including specific provisions for seismic design of structures. In addition, the General Plan FEIR concluded that impacts associated with seismic-

related ground shaking would be reduced to less than significant due to mandatory compliance with building codes, policies contained in the General Plan, and mitigation measures included in the General Plan EIR. These mitigation measures require site-specific geologic investigation of seismic and geotechnical hazards potential for new development projects within the city. The proposed project would not change or have any effect on these existing regulations or mitigation measures; no new impacts associated with ground shaking or liquefaction would occur.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

ii. A significant impact may occur if the proposed Project results in or exposes people to adverse effects involving strong ground shaking from fault rupture or seismic hazards. There is no record of any seismic activity originating in the City of Lodi other than tremors on the west side of the San Joaquin Valley, close to the Ortigalita Fault. No impact.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact.

iii. A significant impact may occur if the Project were to result in or expose people to adverse effects involving seismic-related ground failure from liquefaction and other geologic hazards. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The potential for liquefaction is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high water table coincide. Areas which have the greatest potential for liquefaction are those areas in which the water table is less than 50 feet below the ground surface and soils are predominantly clean, comprised of relatively uniform sands and are of loose to medium density. However, the proposed Master Plans would not expose people or structures to potential substantial adverse effects involving surface rupture as the Project involves no construction activities. No impact.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact.

iv. A significant impact may occur if the Project results in or exposes people to adverse effects involving landslides. Slope stability hazards are nonexistent and present no risk in the City of Lodi. The project limits are located in an area of generally level terrain that would not produce a landslide. Average grade within the Project site is between zero and five degrees. Additionally, according to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation, the City of Lodi is not located within an earthquake-induced landslide zone, which is defined as an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact.

**(b)** The project consists of adoption of regulatory and policy documents that will not result directly in the construction activities. The proposed Master Plans would not put any policies in place that would increase soil erosion or result in the loss of topsoil. Moreover, all future development projects would be subject to compliance with City of Lodi Municipal Code and the City's *Storm Water Management and Discharge Control*, which requires compliance with NPDES standards and implementation of Best Management Practices (BMP), in order to minimize short- and long-term erosion. Impacts would be less than significant in this regard.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** The conditions favorable for hazards associated with unstable geologic unit or soil (landslides or subsidence/collapse) are not present in Lodi. The proposed project will not directly result in the construction within any area susceptible to liquefaction, subsidence, landslide, or soil collapse hazards. All development projects constructed pursuant to the Master Plans will be required to adhere to the standards contained in the City's Building Code to prevent hazardous soil conditions that could lead to building failure. The project does not involve any changes to these regulations. No impact would occur from liquefaction, lateral spreading, subsidence, liquefaction, or collapse.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** General Plan Mitigation Measure require that all new development have a site-specific geology investigation of seismic and geotechnical hazards; this will ensure that impacts related to expansive soils impacts are evaluated on a project-by-project basis.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** The proposed project does not involve septic tanks or other soil-based wastewater disposal systems. Future development within the project limits would connect to the existing and/or future wastewater infrastructure. As sewers are available for the disposal of wastewater, the use of septic tanks or alternative wastewater disposal systems would not be allowed. No impact would occur.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

California Geological Survey (CGS), Probabilistic Seismic Hazards Mapping Ground Motion Page, http://redirect.conservation.ca.gov/cgs/rghm/psha/pshamap.asp, accessed February 25, 2010.

City of Lodi, *City of Lodi General Plan 2010* , adopted April 2010. Safety Element. pg. 8-9.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.8** | **HAZARDS AND HAZARDOUS MATERIALS.** *Would the Project:* | | | | |
| | a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☐ | ■ |
| | b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☐ | ■ |
| | c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ■ |
| | d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ■ |
| | e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area? | ☐ | ☐ | ☐ | ■ |
| | f. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area? | ☐ | ☐ | ☐ | ■ |
| | g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ■ |
| | h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☐ | ■ |

### Regulatory Settings

Hazardous materials are substances which can harm people or the environment, can impair human health if contacted, ingested, or inhaled. Such processes are classified as hazardous because of materials they use or because of the potential for spills, fire or explosions to occur.

State agencies accept delegation of federal responsibility for the administration of hazardous materials and hazardous waste management. The Porter-Cologne Water Quality Control Act allows the State Water Resources Control Board (State Water Board) and the RWQCB to accept implementation and responsibility for the Clean Water Act. The Hazardous Waste Control Act of 1977, and recent amendments to its implementing regulations, has given the Department of Health Services (DHS) the lead role in administering the Resource Conservation and Recovery Act (RCRA) program.

**State and Federal Occupational Safety and Health Administration Regulations**

Pursuant to the Occupational Safety and Health Act of 1970, the federal Occupational Safety and Health Administration (OSHA) has adopted numerous regulations pertaining to worker safety, contained in the Code of Federal Regulations Title 29 (29 CFR). California OSHA (Cal/OSHA) regulations are generally more stringent than federal OSHA regulations and are detailed in Title 8 of the CCR.

**San Joaquin County Hazardous Materials Plan**

San Joaquin County prepared a Hazardous Materials Area Plan in March 2004. This document was prepared in accordance with statutory requirements. The overall goal of the hazardous materials response system is to protect public health, prevent environmental damage, and ensure proper use and disposal of hazardous materials.

**San Joaquin County Multi-Hazard Plan**

The San Joaquin County Multi-Hazard Plan addresses the four phases of emergency management: mitigation, preparedness, response, and recovery. The Plan identifies those organizations, agencies, and individuals that are assigned duties and responsibilities for responding to emergencies within the unincorporated areas of the county and in support of incorporated cities. It also provides guidance on how emergencies will be managed.

**Lodi General Plan**

The Lodi General Plan Safety Element provides guiding and implementing policies regarding hazards and hazardous materials.

S-G2: Prevent loss of lives, injury, illness, and property damage due to flooding, hazardous materials, seismic and geological hazards.

S-P10: Require that all fuel sand chemical storage tanks are appropriately constructed; include spill containment areas to prevent seismic damage, leakage, fire and explosion; and are structurally or spatially separated from sensitive land uses, such as residential neighborhoods, schools, hospitals and places of public assembly.

The proposed project consists of adoption of Master Plans. The Master Plans do not propose construction activities. The Master Plans do not involve any physical changes to the environment.

**(a)** Adoption of the Master Plans would not provide exceptions to existing laws governing the use and disposal of any hazardous materials. As noted in the General Plan Program EIR, compliance with measures established by Federal, State, and local regulatory agencies is considered adequate to offset the negative effects related to the use, storage, and transport of hazardous materials in the City. In addition, policies and policy actions in the General Plan address hazardous materials and safety. The project would not

conflict with any of these policies, and would not exempt any future development from the City's programs to control and safely dispose of hazardous materials and wastes. With implementation of standard City practices and Federal, State, and local policies regarding hazardous waste and hazardous materials, no impact from the use, transport, or disposal of hazardous wastes or materials is anticipated.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** The proposed project does not involve any development activity. The General Plan Final Program EIR concluded that compliance with measures established by Federal, State, and local regulatory agencies is considered adequate to offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the City. Additional General Plan goals, policies, and implementation measures, as well as mitigation measures contained in the General Plan Final Program EIR further reduce accidental release of hazardous materials impacts to a less-than-significant level. The proposed project does not revise any of these policies and does not allow uses generally associated with hazardous materials, beyond general hazards associated with residential and commercial development. Individual development projects will be required to comply with City, Federal, and State requirements and any other applicable City regulations relating to hazardous materials. Impact would be less than significant.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** The proposed Master Plans would not authorize any new kinds of land uses in the City or any new or more dangerous processes that involve use, transport, storage, generation or disposal of hazardous substances or wastes. All land uses that would be permitted as a result of the proposed Specific Plan were anticipated citywide by the General Plan and the General Plan Program EIR.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** The project limits do not contain any known location designated as hazardous materials sites. In the event that hazardous materials are discovered during construction, construction would cease until such materials have been remediated in accordance with state and local requirements. Such standards have been designed to eliminate or minimize to an acceptable level the potential health impacts associated with human exposure to hazardous materials. As described above, the Master Plans do not involve construction activities. All future construction activities would be subject to standard City procedures and other applicable State and Federal procedures and requirements.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** A significant impact may occur if the proposed Project site is located within a public airport land use plan area or within 2 miles of a public airport and would create a safety hazard. The project limits are not located within the area of influence for the Lodi Airpark and Kingdon Executive Airport. The Lodi Airpark is located roughly 3 miles to the southwest of the City of Lodi while the Kingdon Executive Airport is located approximately 4 miles southwest of the Project site. The primary function of the Lodi Airpark is as a base for a commercial aerial chemical application service for both agriculture and insect abatement purposes. The Lodi Airpark is also used for pilot training activity. The Kingdon Executive Airport presently hosts a variety of aviation activities including pilot training and aerial application of agricultural chemicals. The airport is also home to the Delta Flying Club, which owns six single-engine piston aircraft for use by its members. Because the Master Plans have been developed in accordance with the 2010 General Plan and would not likely result in airport-related safety issues, no impact related to public airports and private airstrips would occur.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(f)** A significant impact may occur if the proposed Project is located within the vicinity of a private airstrip and creates a safety hazard for people in the Project area. The project limits are outside of the Part 77 Horizontal Surface zone of the Lodi Airpark and Kingdon Executive Airport. Part 77 Horizontal Surface zone consists of the airport's primary, horizontal, conical, approach and transitional surfaces. Therefore, no impact is anticipated.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(g)** The Lodi Emergency Operations Plan outlines emergency response actions in the event of a large-scale disaster, such as a hazardous materials emergency. The proposed project will not directly result in any new construction. All future development in the City would be subject to compliance with the General Plan Policies and Policy Actions. The General Plan Program EIR requires traffic control plans for new development to ensure that construction would not interfere with emergency response/evacuation plans. No change or interference with these emergency response plans or related policies will occur as associated with the project. The Master Plans do not propose any changes to the primary circulation system that could affect evacuation plans. No impact would occur in this regard.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(h)** The City's newly adopted 2010 General Plan identifies both urban and wildland fire hazards exist in the Lodi Planning Area, creating the potential for injury, loss of life, and property damage. Urban fires primarily involve the uncontrolled burning of residential, commercial, and/or industrial structures due to human activities. Factors that

exacerbate urban structural fires include substandard building construction, highly flammable materials, delayed response times, and inadequate fire protection services. The City of Lodi is not characterized by substantial areas of wildlands. The topography of the City is relatively homogenous and steep slopes that could contribute to wildland fires are not common. The City's General Plan indicates that less than one percent of the City and its immediate vicinity has "Moderate" fire hazard potential. In the event of a fire, the Fire Department relies on sufficient water supply and pressure. The City's design standard for water transmission facilities is to provide 4,000 gallons per minute of flow at a minimum 45 pounds per square inch of pressure in pipes 8 inches and larger. The Project area is made up of Non-Wildland/Non-Urban zones, Urban/Unzoned, and Moderate Risk zones. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildland fires are adjacent to urbanized areas. As such, there would be no impact.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

California Geological Survey (CGS), Probabilistic Seismic Hazards Mapping Ground Motion Page, http://redirect.conservation.ca.gov/cgs/rghm/psha/pshamap.asp, accessed August, 2010.

City of Lodi. *City of Lodi General Plan Policy Document.* Prepared by Dytte and Bhatia, Inc. April 2010.

San Joaquin County, Draft Airport Land Use Compatibility Plan, 2008.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.9 HYDROLOGY AND WATER QUALITY** *Would the Project:* | | | | | |
| a. | Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ■ | ☐ |
| b. | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☐ | ■ |
| c. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☐ | ■ |
| d. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ☐ | ☐ | ■ | ☐ |
| e. | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ■ | ☐ |
| f. | Otherwise substantially degrade water quality? | ☐ | ☐ | ■ | ☐ |
| g. | Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ■ | ☐ |
| h. | Place within a 100-year floodplain structures which would impede or redirect flood flows? | ☐ | ☐ | ■ | ☐ |
| i. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☐ | ■ |
| j. | Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ■ |

## Regulatory Setting

**Federal**

**Clean Water Act**

Important applicable sections of the federal CWA (33 USC 1251-1376) include:

- Sections 303 and 304 provide water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of CWA. Certification is provided by the RWQCB.
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. This permit program is administered by the Central Valley RWQCB. The proposed Project would have a footprint greater than 1 acre. As a result, an NPDES General Construction Permit will need to be obtained prior to any construction activities. One requirement for an NPDES permit is the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that provides BMPs to prevent the discharge of pollutants and sediments into receiving waters.
- Section 404 establishes permit programs for the discharge of dredged or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers.

**State**

**Porter-Cologne Water Quality Act**

The State of California's Porter-Cologne Water Quality Control Act (California Water Code, Section 13000 et seq.) provides the basis for water quality regulation in California. The act requires a Report of Waste Discharge (ROWD) for any discharge of waste [liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the state. Based on the report, the RWQCBs issue waste discharge requirements to minimize the effect of the discharge.

**Report of Waste Discharge**

The ROWD is pursuant to California Water Code Section 13260. Section 13260 states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the state, other than into a community sewer system, must file an ROWD containing information that may be required by the appropriate RWQCB.

**Local**

**Lodi General Plan**

Environmental Checklist

The Safety Element of the Lodi General Plan addresses flooding and water quality issues.

GM-G2: Provide infrastructure-including water, sewer, stormwater, and solid waste/recycling systems-that is designed and timed to be consistent with Projected capacity requirements and development phasing.

GM-P8: Ensure that public facilities and infrastructure—including water supply, sewer, and stormwater facilities—are designed to meet Projected capacity requirements to avoid the need for future replacement and upsizing, pursuant to the General Plan and relevant master planning.

S-G2: Prevent loss of lives, injury, illness, and property damage due to flooding, hazardous materials, seismic and geologic hazards and fire.

S-PI: Continue to participate in the National Flood Insurance Program and ensure that local regulations are in full compliance with standards adopted by FEMA.

**(a)** The proposed project does not involve any construction activity and thus will not involve any discharges to water bodies. Future instillation of the proposed Master Plans will be required to comply with the City's local procedures as well as requirements of the National Pollutant Discharge Elimination System (NPDES) permit program of the Federal Clean Water Act to control storm water runoff and prevent violations of regional water quality standards. Less than significant impact on water quality standards or waste discharges would occur.

**Significance Determination:** Less than significant
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** Groundwater is a major component of the water supply for many public water suppliers in the Valley. It is also used by private industry, as well as by private agricultural and domestic users. A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction in groundwater recharge capacity or change the potable water levels enough to reduce the ability of a water to use the groundwater basin for public water supplies or the storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow. The proposed Master Plans are policy documents and do not involve construction activities. All future construction activities would be subjected to environmental review on project-by-project basis.

**Significance Determination:** No impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** A significant impact may occur if the proposed project results in a substantial alteration of drainage patterns and a substantial increase in erosion or siltation during construction or operation of the project. The proposed Master Plans do not propose alteration of any watercourse or specific modifications to drainage patterns. The proposed project consists of adaptation of a policy documents and no construction is proposed. Therefore, no impact is anticipated.

**Significance Determination:** No impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** Refer to c), above. The proposed project would not substantially alter the existing drainage pattern of the site or area. New development would not be permitted to occur in any manner that could significantly alter the drainage pattern of an area nor create any new sources of runoff. As indicated in the General Plan Final Program EIR, all future development would be required to incorporate adequate drainage that would transport runoff to local basins and nearby storm channels. Additionally, the proposed

project would not create runoff water, which would exceed the capacity of the City's existing stormwater drainage system. The General Plan *Growth Management Element* and *Safety Element* policies and policy actions further protect community members from drainage and flooding harm. The project consists of regulatory and policy documents and will not result directly in the construction of any development. As the proposed project does not affect any of these policies, less than significant impacts on drainage patterns and runoff levels are anticipated.

**Significance Determination:** Less than significant
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** The project consists of regulatory and policy documents and will not result directly in the construction of any development. All future construction activates would be subject to environmental review on project-by-project basis. As the proposed project does not affect any of these policies, less than significant impacts on drainage patterns and runoff levels are anticipated.

**Significance Determination:** Less than significant
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(f)** The proposed project consists of regulatory and policy documents that will not directly result in any new construction. No new sources of runoff, waste discharges, or hazardous material sites would arise from adoption and implementation of the Master Plans. Any development project pursuant to these regulations will be required to comply with City, County, and State regulations that protect water quality. Project impacts on water quality would be less than significant.

**Significance Determination:** Less than significant
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(g)** A significant impact may occur if the proposed project is located within a 100-year flood zone. The proposed Master Plans would not place housing within a 100-year flood hazard area identified on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map because the Project does not include a residential component that would be affected by flooding potential. Project impacts would be less than significant.

**Significance Determination:** Less than significant
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(h)** A significant impact may occur if the proposed project is located within a 100-year flood zone and would impede or redirect flood flows.

As discussed in Checklist Response 3.9 (G) above, the project site is not located within a 100-year flood hazard area. Therefore, implementation of the proposed Master Plan

would not place structures or housing within a 100-year flood hazard area and a less than significant impact would occur in this regard.

**Significance Determination:** Less than significant
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(i)** The City, including the project limits, is subject to inundation of the the Pardee and Camanche Dam and dike system were to fail. Flood water from the Pardee dam would take 4 hours and 20 minutes to reach west Lodi, and flood water from the Camanche Dam and dike system would take 4 to 6 hours to reach Lodi. Due to the location of the proposed Project, the impacts associated with seiches, tsunami, and extreme high tides or sea level change would be considered low.

**Significance Determination:** No impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(j)** The project limits are not located near any body of water or water storage facility that would be considered susceptible to seiche. Lodi is located inland from the Pacific Ocean and as such, is not subject to tsunami hazards. The project limits are relatively flat and fully urbanized and therefore not susceptible to mudflows. No impact would result.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources**

City of Lodi. *City of Lodi General Plan Policy Document.* Prepared by Dytte and Bhatia, Inc. April 2010.

Federal Emergency Management Agency, Flood Insurance Rate Map, Map No. 06077C0306F, October 19, 2009.

Western Regional Climate Center, 2005. Website: http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?calodi+nca

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.10** | **LAND USE AND PLANNING.** *Would the Project:* | | | | |
| | a. Physically divide an established community? | ☐ | ☐ | ☐ | ■ |
| | b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect? | ☐ | ☐ | ☐ | ■ |
| | c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ■ |

**Regulatory Setting**

There are several regulatory documents that serve as a guide for land use and development on the Project site. The following review of these documents is categorized based on the four jurisdictions that oversee the regulation of the Project site: the City of Lodi; the County of San Joaquin; the San Joaquin County Local Agency Formation Commission (LAFCO), and the San Joaquin Council of Governments (SJCOG). Regulations that specifically relate to agricultural use are discussed separately.

**City of Lodi General Plan.** The Lodi General Plan was adopted in April 2010, and represents the official policy regarding the future character and quality of development within the City of Lodi. The General Plan designates the general distribution of different types of land uses within the City, and the document serves as a point of reference for public officials when making land use and planning decisions.

The General Plan includes the following elements: Land Use, Circulation, Open Space, Conservation, Safety, Noise, Housing and two optional elements: Community Design and Livability and Growth Management and Infrastructure. For each of these elements, the General Plan outlines goals, policies, standards, and implementation programs. A goal is considered a direction-setter, an ideal future end, condition, or state. A policy is a specific statement that guides decision- making. A standard is a specific, quantified guideline that is incorporated into a policy or implementation program. An implementation program is an action, procedure, program or technique that carries out general plan policy.

This designation provides for neighborhood and locally oriented retail and service uses, multifamily residential units, public and quasi-public uses, professional and administrative offices, medical and dental clinics, laboratories, financial institutions, and similar and compatible uses. Annexation of the Project would not necessitate General Plan amendment.

GM-P2 Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Development Phasing map below. Enforce phasing through permitting and infrastructure provision. Development may not extend to Phase 2

until Phase 1 has reached 75% of development potential (measured in acres) and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential. In order to respond to market changes in the demand for various land use types, exemptions may be made to allow for development in future phases before these thresholds in the previous phase have been reached.

GM-P6 Annex areas outside the existing sphere of influence to conform with development needs for Phase 1, Phase 2, and Phase 3. Subsequent phases shall be annexed as current phases reach development thresholds.

The Lodi General Plan Land Use Element lists the following applicable guidelines policy:

GM-P2 Create a balanced and sustainable land use pattern that provides for a diversity of uses and satisfies existing and future needs.

**(a)** The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. The proposed project is adoption and implementation of a policy document and involves no construction activities.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** The proposed project is consistent with the City's General Plan goals, policies, and objectives. The proposed project will not conflict with any applicable land use plan. With regard to consistency with Federal and State plans and policies, the General Plan contains policies and implementing actions such as the referral of plans to appropriate Federal and State agencies to ensure consistency between City and other agency regulations and requirements. Policies in the General Plan provide for implementation of and participation in area-wide planning efforts. As indicated in the General Plan Program EIR, the General Plan is consistent with Federal and State plans. The proposed Master Plans would not affect any of these General Plan policies or implementing actions, and would therefore have no impact on the conclusions of the General Plan Program EIR. No impact would result.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** As discussed in 3.10 (B) above, there are no physical improvements or construction activities proposed by the Master Plans. The proposed Master Plans are consistent with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), as amended, as reflected in the conditions of Project approval for this proposal. Pursuant to the Final EIR/EIS for the San Joaquin county Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), dated November 15, 2000, and certified by the San Joaquin Council of Governments on December 7, 2000,

implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed Project to a level of less-than–significant. That document is hereby incorporated by reference and is available for review during regular business hours at the San Joaquin Council of Governments (555 East Webber Avenue/Stockton, CA 95202) or online at: www.sjcog.org.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources**

City of Lodi. City of Lodi General Plan Policy Document. Prepared by Dytte & Bhatia, Inc., April 2010.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.11 MINERAL RESOURCES** *Would the Project:* | | | | | |
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | ☐ | ☐ | ■ | ☐ |
| b. | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ■ | ☐ |

**(a)** The proposed project consists of adoption Master Plans. The Master Plans are implementing policies of the City's 2012 General Plan. The City of Lodi General Plan EIR 2010 GP does not specifically address mineral resources. As such the presumption is that impacts related to mineral resources was determined to be less-than-significant during the EIR scoping stage of the analysis, and no further assessment was performed. In addition, no construction activities are proposed. Therefore, no impact to mineral resources would occur.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** As discussed in 3.11(A), no physical improvements or construction activities are proposed by the project itself at this time. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources**

California Department of Conservation (CDC), Division of Mines, *California Geological Survey - SMARA Mineral Land Classification Map 2006*.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4. 12 NOISE** | | | | | |
| *Would the Project result in:* | | | | | |
| a. | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ■ | ☐ |
| b. | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ■ | ☐ |
| c. | A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? | ☐ | ☐ | ■ | ☐ |
| d. | A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | ☐ | ☐ | ■ | ☐ |
| e. | For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? | ☐ | ☐ | ■ | ☐ |
| f. | For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? | ☐ | ☐ | ■ | ☐ |

## Noise

### Terminology

Noise is commonly defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed Project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Several noise measurement scales exist which are used to describe noise in a particular location. A *decibel* (dB) is a unit of measurement which indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3.0 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3.0 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense. Each 10-dB increase in sound level is perceived as

approximately a doubling of loudness. Sound intensity is normally measured through the *A-weighted sound level* (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Table below provides definitions of sound measurements and other terminology used in this chapter.

**Table 12-1: Sound Definition and Terminology**

| Sound Measurements | Definition |
|---|---|
| Decibel (dB) | A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals. |
| A-Weighted Decibel (dBA) | An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear. |
| Maximum Sound Level (Lmax) | The maximum sound level measured during the measurement period. |
| Minimum Sound Level (Lmin) | The minimum sound level measured during the measurement period. |
| Equivalent Sound Level (Leq) | The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy. |
| Percentile-Exceeded Sound Level (Lxx) | The sound level exceeded "x" % of a specific time period. Llois the sound level exceeded 10% of the time. |
| Day-Night Level (Ldn) | The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:OO p.m. to 7:00 a.m. |
| Community Noise Equivalent Level (CNEL) | The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:OO p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:OO p.m. to 7:00 a.m. |
| Peak Particle Velocity (Peak Velocity or PPV) | A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/sec. |
| Frequency: Hertz (Hz) | The number of complete pressure fluctuations per second above and below atmospheric pressure. |

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6-dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern. There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (Leq) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the Leq and community noise equivalent level (CNEL) or the day-night average level (Ldn) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly Leq for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). Ldn is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and Ldn are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours. The City of Lodi uses the CNEL noise scale for long-term noise impact assessments. Table below demonstrates typical a-weighted sound levels for indoor and outdoor activities.

**12-2: Typical A-Weighted Sound Levels**

| Common Outdoor Activities | Noise Level (dBA) | Common Indoor Activities |
|---|---|---|
| | 110 | Rock band |
| Jet flyover at 1,000 feet | | |
| | 100 | |
| Gas lawnmower at 3 feet | | |
| | 9 0 | |
| Diesel truck at 50 feet at 50 mph | | Food blender at 3 feet |
| | 8 0 | Garbage disposal at 3 feet |
| Noisy urban area, daytime | | |
| Gas lawnmower, 100 feet | 70 | Vacuum cleaner at 10 feet |
| Commercial area | | Normal speech at 3 feet |
| Heavy traffic at 300 feet | 60 | |
| | | Large business office |
| Quiet urban daytime | 50 | Dishwasher in next room |

**Regulatory Setting**

**Noise Control Act (1972)**

In 1972 Congress enacted the Noise Control Act. This act authorized the EPA to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels) and welfare (annoyance levels) as shown in Table IV.D-2. The EPA cautions that these identified levels are not standards because they do not take into account the cost or feasibility of the levels. For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to an Leq(24) of 70 dB. The "(24)" signifies an Leq duration of 24 hours. The EPA activity and

interference guidelines are designed to ensure reliable speech communication at about 5 feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels are below 55 dBA and 45 dBA, respectively.

**State of California.**

The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the "State Noise Insulation Standard," it requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed. In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

**City of Lodi.**

The City of Lodi addresses noise in the Noise Element of the General Plan and in the Noise Ordinance. The Noise Element of the General Plan adopts the Land Use Compatibility Chart which is shown in below. The Noise Element also lists goals and policies for the City related to noise. Table below presents the community noise exposure matrix, which explains the compatibility of land uses at various noise levels and offers criteria which the City can use to evaluate land use decisions. This matrix is adapted and slightly modified from the Office of Noise Control in the State Department of Health Services guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans.

**12-3: Typical Weighted Noise Levels**

| Land Use | Outdoor Activity Area[1] (CNEL) | Interior Areas (CNEL) |
|---|---|---|
| Residential | 60 | 45 |
| Motels, Hotels | 60 | 45 |
| Public/Semi-Public | 65 | 45 |
| Recreational | 65 | 50 |
| Commercial | 65 | 50 |
| Industrial | 70 | 65 |
| 1. For no-residential uses, where an outdoor activity area is not proposed, the standard does not apply. | | |

Source: Lodi General Plan 2010, Chapter 9: Noise, page 9-9.

The following are the City of Lodi Goals, Policies and Implementation Programs from the Noise Element of the General Plan that are related to the proposed Project.

N-G1 Protect humans, the natural environment, and property from manmade hazards due to excessive noise exposure.

N-G2 Protect sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise.

N-P1 Control and mitigate nose at the source where feasible, as opposed to at the receptor end.

N-P2 Encourage the control of noise through site design, building design, landscaping, hours of operation, and other techniques for new development deemed to be noise generators.

N-P3 Use the noise and land use compatibility matrix provided in the General Plan 2010 and allowable noise exposure levels as review criteria for all new land uses. Incorporate noise attenuation measures for all Projects that have noise exposure levels of "conditionally acceptable" and higher. These may include:

- Façades constructed with substantial weight and insulation;
- Sound-rated windows in habitable rooms;
- Sound-rated doors in all exterior entries;
- Active cancellation;
- Acoustic baffling of vents for chimneys, fans and gable ends;
- Ventilation system affording comfort under
- closed-window conditions; and
- Double doors and heavy roofs with ceilings of two layers of gypsum board on resilient channels to meet the highest noise level reduction requirements.

N-P4 Discourage noise sensitive uses such as residences, hospitals, schools, libraries, and rest homes from locating in areas with noise levels above 65db. Conversely, do not permit new uses likely to produce high levels of noise (above 65db) from locating in or adjacent to areas with existing or planned noise-sensitive uses.

N-P5 Noise sensitive uses, such as residences, hospitals, schools, libraries, and rest homes, proposed in areas that have noise exposure levels of "conditionally acceptable" and higher must complete an acoustical study, prepared by a professional acoustic engineer. This study should specify the appropriate noise mitigation features to be included in the design and construction of these uses, to achieve interior noise levels.

N-P6 Where substantial traffic noise increases (to above 70db) are expected, such as on Lower Sacramento Road or Harney Lane, as shown on the accompanying graphic, require a minimum 12-foot setback for noise-sensitive land uses, such as residences, hospitals, schools, libraries, and rest homes.


**City of Lodi Noise Ordinance**

The City of Lodi's Noise Ordinance, found in Chapter 9.24 of the Municipal Code, specifically
mandates noise limits on construction noise and ambient noise levels.

The ordinance establishes allowable levels of sound that may cross any adjacent property line, as well as prohibiting general nuisance noise and identifying a number of specific prohibitions. The City of Lodi Municipal Code regulations relevant to this Project are:

9.24.020 a. General Noise Regulations. Notwithstanding any other provision of this chapter, and in addition thereto, it is unlawful for any persons to willfully make or continue or permit or cause to be made or continued, any loud, unnecessary or unusual noise which unreasonably disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal noise sensitivity.

9.24.030 c. It is unlawful for any person, firm or corporation to cause, permit or generate any noise or sound as described herein between the hours of 10:00 p.m. and 7:00 a.m. which exceeds the ambient noise levels at the property line of any residential property as determined at the time of such reading by more than five decibels. This section shall be applicable whether such noise or sound is of a commercial or noncommercial nature.

The City of Lodi Municipal Code exempts any sound-causing equipment that has a valid City license or permit. Construction activities would need to be authorized by City construction permits before any work could begin on site. The municipal code does not establish the time period that this exempted equipment may operate. However, limits on construction hours would be determined in the special provisions for construction activities. Because this is a City Project, authorization is not needed before work can begin.

**(a)** The proposed Master Plans will not directly result in any construction activity and thus will not result in the exposure of any persons to short-term construction noise or any long-term excessive noise conditions. However, development followed pursuant to the Master Plans could result in the exposure of future developments and residents to higher noise levels that could exceed the City's Noise Standards. The General Plan Program EIR concluded that with adherence to the City's Noise Ordinance, impacts would be reduced to a less than significant level. Future development pursuant to the proposed project would also be subject to these mitigation measures, and the proposed project would not change any General Plan policies associated with reduction of noise impacts. Impact would be less than significant.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** The project will not result directly in any construction activity and thus will not result in the exposure of any persons to groundborne noise or vibration. Consistent with the General Plan, development under the Master Plans would be reviewed on project-by-project basis. Impact would be less than significant.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** The proposed project does not authorize any development activity, nor does the project allow for any new noise-intensive land uses in the project limits that would lead to the establishment of a noise environment different than that existing in the area today and the noise environment analyzed in the General Plan Program EIR. All land use activities will be required to comply with the noise regulations contained in Municipal Code. Future development pursuant to the proposed project would also be subject to General Plan Policies, Policy Actions, and Mitigation Measures. Impact would be less than significant.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** The proposed project will not directly result in any new construction. The proposed Master Plans implement policies and programs approved in the City of Lodi 2010 General Plan. The General Plan Program EIR concluded that compliance and/or adherence to the City's Noise Ordinance, policies and policy actions in the General Plan, and adherence to FEIR mitigation measure listed in the *Noise Element* would reduce short-term construction noise impacts to less than significant levels.44 The proposed project would not affect any of these policies and future development projects would be required to abide by them. Impact would be less than significant.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** The proposed Master Plans would not expose people residing or working in the project limits to excessive noise levels generated by public use airports, or private airstrips. There is not an airport located within two (2) miles of the project limits. The closest airport to the Project site is the Lodi Airpark, located approximately four (4) miles southwest of the Project site, and supports twenty to thirty (20-30) operations per day. The airport's noise "footprint" does not extend beyond the immediate airport boundary. Therefore, the Project would have no impact from airport-generated noise.

**Significance Determination:** Less than significant impact

**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(f)** The City of Lodi is not located within an airport land use plan and no public airports are located within two miles of the City. There is not an airport located within two (2) miles of the project limits. The proposed project would not introduce any new public airports or private airstrips within the City; no impact would result.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Source:**

City of Lodi. *City of Lodi General Plan Final Environmental Impact Report SCH NO.* 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

_____. City of Lodi General Plan 2010. Prepared by Prepared by Dytte & Bhatia Associates, Inc., April 2010.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.13** | **POPULATION AND HOUSING**<br>*Would the Project:* | | | | |
| | a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | ☐ | ☐ | ■ | ☐ |
| | b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ■ |
| | c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ■ |

**(a)** The proposed project consists of the implementation of Master Plans. Implementation of the proposed Master Plans is necessary to support the General Plan's growth forecast. No new housing or employment opportunities would not be created as a result of adoption of the proposed Master Plans. Therefore, because the proposed project would not change population within the City, impacts related to population growth would be less-than-significant.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** The proposed Master Plans do not propose any policies that are intended to or that would indirectly result in displacement or demolition of any permanent or temporary residential structures. The project is not expected to induce development and population to the City. Demand for new housing beyond that anticipated in the General Plan would not be created from the development of the proposed project nor would the proposed project displace any existing housing or people. Therefore, no impact to housing would result.

**Significance Determination:** No impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** Please refer to 3.13(B). Implementation of the plans would not result in displacement of people and no replacement housing would be required.

**Significance Determination:** No impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

| Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|
| **4.14 PUBLIC SERVICES** | | | | |
| *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:* | | | | |
| a. Fire protection? | ☐ | ☐ | ■ | ☐ |
| b. Police protection? | ☐ | ☐ | ■ | ☐ |
| c. Schools? | ☐ | ☐ | ■ | ☐ |
| d. Parks? | ☐ | ☐ | ■ | ☐ |
| e. Other public facilities? | ☐ | ☐ | ■ | ☐ |

**Regulatory Settings**

**City of Lodi General Plan**

The Lodi General Plan Growth Management and Infrastructure Element addressed public services.

GM-G4: Provide public facilities-including police and fire services, schools and libraries commensurate with the needs of the existing and future population.

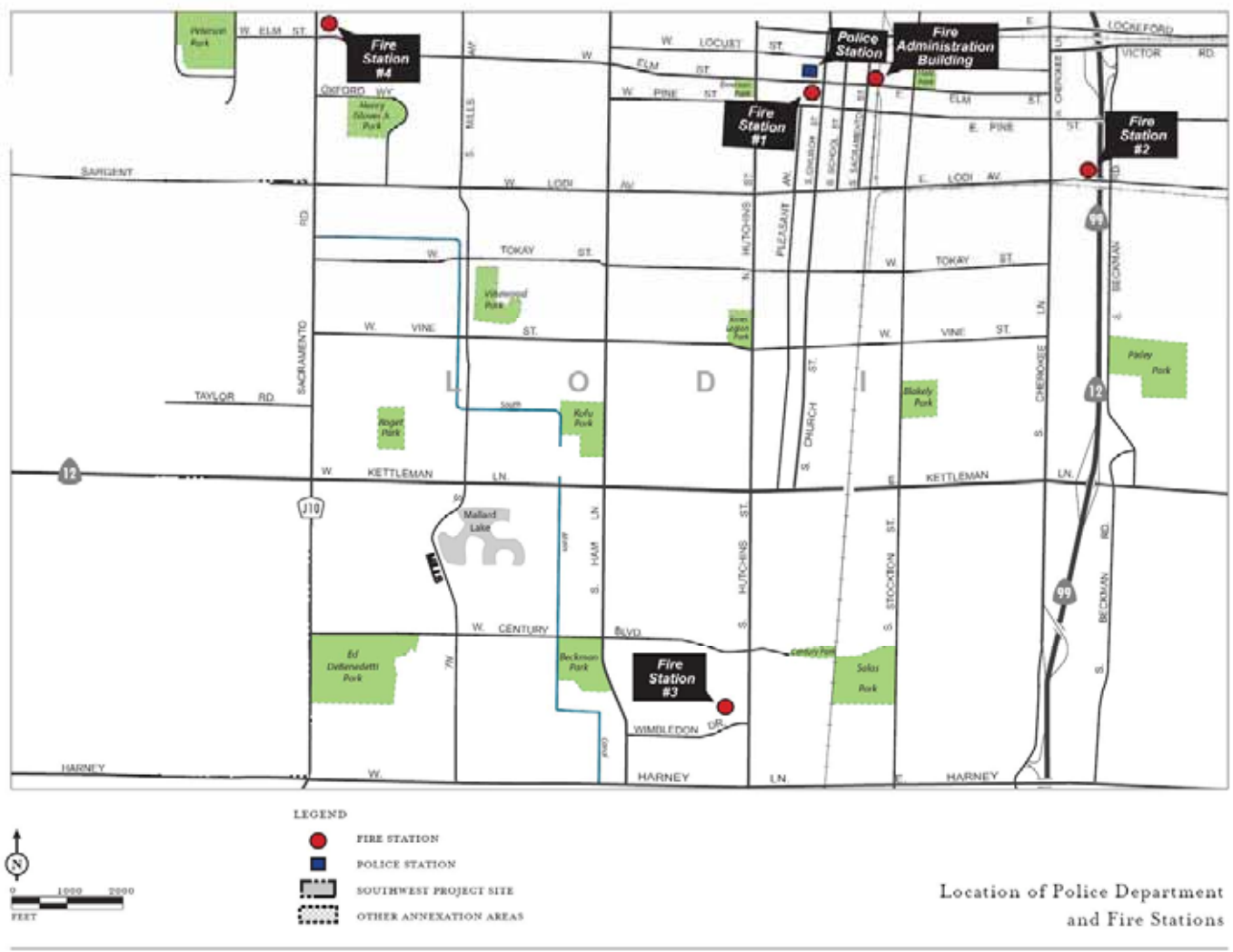
Fire Protection

The Lodi Fire Department (LFD) provides fire protection, basic life support (BLS), fire prevention, technical rescue, and hazardous materials response services to the City of Lodi. The LFD employs 48 firefighters, captains, and engineers. In addition, LFD employs 4 battalion chiefs, 2 division chiefs, 1 fire chief, 2 support staff, and 1 inspector for a total department work force of 59. LFD maintains 4 front line fire apparatus capable of 1500 GPM, one Truck Company, 100 ft aerial, 2 reserve apparatus, and various support vehicles. The LFD has 4 fire stations located throughout the City of Lodi.

Police

The Lodi Police Department provides law enforcement and animal services to the City of Lodi. The LPD has 117 positions including 78 Sworn Officers. The LPD will service the area that will be annexed. In addition, the LPD maintains SWAT van, 1 SWAT armored Vehicle, 1 Mobile Command Center, 1 DUI trailer, 1 Crime Prevention van, 1 FET van, 24 patrol cars, 25 undercover cars, 4 motorcycles, 1 bomb squad van, and 4 volunteer vehicles. The LPD also maintains an average of 1.25-minute emergency response time and maintains an average of 31 minutes per call at the scene of the incident.

**Figure 4.14.1 – Fire Stations and Police Department Locations**



Schools
The Project site lies within the Lodi Unified School District (LUSD). The Lodi Unified School District provides public education for grades preschool through twelve on a traditional calendar system. The District employs 3,018 contracted employees, including 1,573 teachers. The District maintains thirty elementary schools, seven middle schools, and ten alternative schools, and three charter schools. In addition, the District currently has plans for five more elementary schools, including the one proposed as part of this Project. At present, the District employs one thousand five hundred seventy-three teachers 1,573 teachers at its facilities.

Parks and Recreation. The City of Lodi operates a total of 27 parks, natural open space areas, and sports field. Park facilities in Lodi range from mini-parks and tot lots to larger regional parks and natural open space areas, in accordance with the City of Lodi Park development standards. Several parks serve the dual purpose of a park facility and a storm drainage detention basin during the winter rainy season. The City of Lodi General Plan established a standard of 8 acres of neighborhood and community parkland per 1,000 population, including school parks and storm drainage detention basin parks, and 3.9 acres of neighborhood and community parkland per 1,000 population, excluding school parks and storm drainage detention basin parks. (More detailed discussion is provided in Recreation Section).

**(a)** The proposed project consists of the adoption of Master Plans. The proposed Master Plans were developed as policies of the City's 2010 General Plan. The proposed Master Program is necessary to maintain service levels for the anticipated growth per the 2010 General Plan. The Master Plans would not generate new residents or employees, and would not result in a demand of fire and emergency response services. Future construction activities would be reviewed on project-by-project basis to ensure compliance and consistency with the City's Safety policy. Therefore, impacts are less than significant.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** The City of Lodi Police Department provides police protection to the City. The proposed project consists of adoption of policy documents and does not include uses that would require additional police services or facilities. Future development would furthermore be subject to General Plan polices and policy actions ensuring safety in the community; the proposed project would not affect any of those policies. Impact would be less than significant. Therefore, impacts are less than significant.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** The proposed project does not involve any construction activity. Whenever new development projects are proposed and approved pursuant to the 2010 General Plan, payment of fees to the applicable school district is considered full mitigation for project impacts according to Senate Bill (SB) 50, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual project applicants would be required to pay the statutory fees so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** The proposed project consists of the adoption of Master Plans. The proposed Master Plans are necessary to maintain service levels anticipated by the 2010 General Plan. Whenever new development projects are proposed and approved pursuant to the 2010 General Plan, projects will be subject to the goals and polices as well as best management practices (BMPs) included in the General Plan. Policies include requiring the City to plan for and expand a variety of public services (including law enforcement, fire protection, school, community, and park and recreation facilities) consistent with community needs to ensure that adequate levels of service are maintained. Therefore, because the proposed project would incorporate all relevant City policies and would not directly result in adverse physical impacts to fire and police protection services, schools, parks, or other public facilities and services, less than significant impact would occur.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** A significant impact may occur if the proposed project generates demand for other public facilities, thereby exceeding the capacity available to serve the project site.

The proposed project consists of adoption of policy documents and would not contribute significantly to the demand for any other public facilities (e.g., library, senior centers, or other public facilities/services) as it would not directly introduce a new population of residents to the City. Some minor incidental demand for services may result, as such impacts would be less than significant on a Project-specific or cumulative basis.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

_____. City of Lodi General Plan 2010. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

| | Issues | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.15** | **RECREATION** | | | | |
| | a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ■ | ☐ |
| | b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ■ |

**Regulatory Setting**

**Lodi General Plan**

The Lodi General Plan Parks, Recreation, and Open Space Element addresses recreation issues. It contains the following pertinent policy.

P-GI: Provide and maintain park and recreation facilities for the entire community.

**(a)** The proposed Master Plans would not add new residents or create new land uses that would impact existing recreational facilities. The Bicycle Master Plan would likely result in additional residents and visitors utilizing the bikeways because the planned bikeways are intended to provide connections to parks. However, it would be expected that many of these users would already be utilizing the park and recreation facilities and would be simply be using a non-motorized transportation alternative to reach the parks and open spaces. The proposed project would increase the use of existing parks and recreation facilities to the extent that the expanded bikeway system and BMP policies encourage park and open space use for residents who were not previously using these recreational facilities, or additional use by those already using the recreational facilities. However, this increased use would not be expected to substantially impact the parks and facilities to the extent that physical deterioration would occur nor would these facilities need to be expanded. Therefore, the project would have a **less than significant** impact on recreation facilities.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** The proposed Master Plans implement General Plan policies and programs, and does not affect General Plan policy, which requires dedication of parkland and/or payment of in-lieu fees prior to approval of final parcel or tract maps for residential projects. Policies include requiring the City to plan for and expand a variety of public services, including park and recreation facilities, consistent with community needs. Other policies include requiring the City to maintain park service standards, require developers to provide for park acreages at a minimum of 8 acres/1,000 residents and make land acquisition for parks and open space a recreation priority, require the City to ensure that

recreation facilities are sited to minimize negative impacts. The City's park and recreation master plan is required to be updated as necessary to outline facility needs and funding mechanisms for future parks. Therefore, because the proposed project would incorporate all relevant City policies and would not directly result in an increase in use or the construction of new parks or other recreational facilities, impacts would be less than significant.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

_____. City of Lodi General Plan 2010. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.16 TRANSPORTATION/TRAFFIC** | | | | | |
| *Would the Project:* | | | | | |
| a. | Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | ☐ | ☐ | ■ | ☐ |
| b. | Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ■ | ☐ |
| c. | Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ■ | ☐ |
| d. | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ■ | ☐ |
| e. | Result in inadequate emergency access? | ☐ | ☐ | ☐ | ■ |
| f. | Result in inadequate parking capacity? | ☐ | ☐ | ☐ | ■ |
| g. | Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | ☐ | ☐ | ☐ | ■ |

**(a)** A significant impact may occur if the proposed project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. The proposed project consists of the adoption of Master Plans. The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips. Because modifications to the transportation system would not occur, a substantial increase in hazards due to roadway design features or incompatible uses would not result from implementation of the proposed project. Therefore, because no additional vehicle trips would be introduced to the existing roadway network as a result of the project, the proposed projects are anticipated to result in less than significant traffic impacts.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** A significant impact may occur if the proposed project exceeds, either individually or cumulatively, a level of service standard established by the San Joaquin Council of Governments, the county congestion management agency, for designated roads or highways.

Please refer to 3.11(A). The purpose of a Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The CMP program required review of substantial individual projects, which might individually impact the CMP transportation system. The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips. Therefore, less than significant impact would occur.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** The proposed project would not require any changes to existing regional air traffic activity and is not located within an airport land use plan area. Therefore, no impact to air traffic patterns would occur.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** Please refer to 3.11(A). The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips. Therefore, less than significant impact would occur.

**Significance Determination:** Less than significant impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** The proposed project would not modify the existing transportation system.

**Significance Determination:** No impact
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(f)** Please refer to 3.11(A). The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(g)** A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation. The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips. Because modifications to the transportation system would not occur, a substantial increase in hazards due to roadway design features or incompatible uses would not result from implementation of the proposed project. Therefore, because no additional vehicle trips would be introduced to the existing roadway network as a result of the project, less than significant impact is anticipated.

**Significance Determination:** No Impact.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

| Issues | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **4.17 UTILITIES AND SERVICE SYSTEMS** | | | | | |
| *Would the Project:* | | | | | |
| a. | Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ■ | ☐ |
| b. | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ■ | ☐ |
| c. | Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ■ | ☐ |
| d. | Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ■ | ☐ |
| e. | Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ■ | ☐ |
| f. | Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? | ☐ | ☐ | ■ | ☐ |
| g. | Comply with federal, state, and local statutes, and regulations related to solid waste? | ☐ | ☐ | ■ | ☐ |

**Regulatory Setting**

**Lodi General Plan**

The Lodi General Plan Growth Management and Infrastructure Element addresses utilities and service systems. It includes the following relevant policy:

GM-G2: Provide infrastructure-including water, sewer, stormwater, and solid waste/recycling systems-that is designed and timed to be consistent with Projected capacity requirements and development phasing.

**Water**

The City provides water to its customers from a series of 27 wells drawing on 150 foot to 500 foot deep aquifers. A "safe yield" of approximately 15,000 acre-feet per year (AFY) has been estimated for the aquifer serving as the source of the City water supply based on water balance calculations. The City of Lodi has adopted and maintains an Urban Water Management Plan to Project future demands and to ensure that the supply of urban water is

provided in a manner suitable to serve the demands of future growth. The City currently uses groundwater as its sole source of supply through a network of 27 productions wells in operation, which have a capacity of 35,210 gallons per minute or 50.7 million gallons per day (MGD). The wells operate automatically on demand and pump directly into the distribution system. Seven of the wells are fitted with emergency diesel-powered generators to maintain water pressure during power outages.

**Wastewater**
The City owns and operates the wastewater collection system within its corporate limits. The collection system includes separate domestic and industrial sewers and related pumping facilities. Untreated wastewater is piped to the City's treatment plant through pipes, utilizing both gravity flow and lift stations, where appropriate. The City also owns the treatment facilities at the White Slough Water Pollution Control Facility (WSWPCF) located approximately 6 miles southwest of the City. The City has adopted and maintains a *Wastewater Master Plan* to estimate future infrastructure and service demands within Lodi. Upgrades and improvements to the infrastructure and plant can provide sewer service to the Project area. The City's domestic sewage treatment plant has the capacity to treat 8.5 million gallons per day (mgd) at completion of the current expansion Project.

**Storm Drainage**
Currently, the City maintains a network of conveyance pipelines and storm pump stations with storage basins located around the City. The basins are interconnected with adjacent drainage areas so that the disposal of nuisance waters and moderate storm water runoff could be accomplished by gravity flow to storm pump stations with ultimate disposal to the Mokelumne River or the Woodbridge Irrigation District (WID) canal. By diverting lower flows directly to terminal drainage facilities, the basins are utilized for multiple uses including recreations, recharge, and storm water detention.

**Energy Service**
Lodi Electric and Utility Department (EUD) provides electricity to the City of Lodi and the Project vicinity. EUD is customer-owned and City operated to offer local residences competitive prices and service. Pacific Gas and Electric Company (PG&E) provides natural gas service. PG&E is a state-regulated that is obligated to extend electrical and gas service to existing and new development within its service area.

**(a)** A significant impact may occur if the proposed project exceeds wastewater treatment requirements of the regional water quality control board, the local regulatory governing agency. The proposed project consists of adoption of policy documents. It does not involve any development activity. The project implements General Plan policies and programs. The project would not facilitate any substantial new development activity beyond that analyzed in the General Plan FEIR. The Master Plan would not directly result in an increased demand for wastewater treatment service by the City. The plan is meant to accommodate growth anticipated by the City's 2010 General Plan. Since no construction project is associated with the plan, and this project consist of adopting a policy document, a less-than-significant impact related to the City's sewer system would occur.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(b)** As indicated in the project description, the proposed Master Plans are an integral part of the City's 2010 General Plan and involve establishment and adoption of policy documents to accommodate future growth. No physical improvements or construction activities are proposed in conjunction with adoption of the Master Plans. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. In addition, all applicable policies, standards, and regulations would be adhered to during design and construction of the individual improvement projects included in the Wastewater Master Plan. Furthermore, the project would not change or interfere with Regional Water Quality Control Board wastewater treatment requirements. New development under implementation of the Specific Plan would continue to comply with all provisions of the NPDES program, as enforced by the RWQCB, consistent with the conclusions of the General Plan Program EIR. Impacts on any wastewater treatment capabilities and public services would be less than significant.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(c)** The proposed project does not involve any development activity. The project implements General Plan policies and programs. The project would not facilitate any substantial new development activity beyond that analyzed in the General Plan FEIR. The General Plan Program EIR included a mitigation measure which requires all new development to undertake a site-specific sewer evaluation prior to issuance of grading permits or otherwise determined as necessary by the City. The sewer evaluation on a site specific basis assesses the adequacy of the conveyance system capacities, including trunk and local sewers. The proposed project would not affect this mitigation measure, and future development projects within the project limits would be required to comply with this mitigation measure. The construction of all storm water drainage facilities would be subject to the requirements of the RWQCB and the NPDES permit process; therefore impacts are considered less than significant. Impacts on any stormwater drainage capabilities and public services would be less than significant.

**Significance Determination:** Less than Significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(d)** City of Lodi Water supplies and distributes potable water. According to the City's Urban Water Management Plan (UWMP), the City currently has a net surplus in water supply given the City's current water entitlements and current water demand. In addition, year 2030 Projections show the City with a net surplus in water supply. The UWMP analyzed future growth within the City based on land use assumptions depicted

in the City's General Plan. The proposed Project consists of activation of a well and would contribute to the City's water supply. The proposed project does not involve any development activity. The project implements General Plan policies and programs at a development level that does not exceed that which was analyzed in the General Plan EIR. Review of future projects will continue to be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions. Impacts on water supplies or water supply infrastructure would be less than significant.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(e)** The City of Lodi Public Works Department provides wastewater treatment for the City of Lodi. Wastewater in the City of Lodi is treated at the White Slough Water Pollution Control Facility (WSWPCF). The facility has been expanded to a design capacity of 8.5 million gallons (mgd) per day with permits to operate at 8.5 mgd.. The WSWPCF currently treats approximately 6.2 mgd per day, which means the facility has a net surplus capacity of 2.3 mgd per day ("permitted" capacity). The proposed project does not involve any development activity. The project implements General Plan policies and programs. Review of future projects will continue to be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions. Impacts on any wastewater treatment capabilities and public services would be less than significant.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(f)** As indicated in the General Plan EIR, The increased solid waste due to implementation of the General Plan could be accommodated within the existing landfill capacity. Adoption of the proposed Master Plans will not facilitate any substantial new development activity beyond that analyzed in the General Plan EIR, and thus will not lead to any significant solid waste production beyond that previously indicated. Furthermore, compliance with the City's Source Reduction and Recycling Element (SRRE) program, whereby all future development projects must divert solid waste to meet state diversion goals associated with AB 939, as well as State and County waste reduction programs and policies, would reduce the volume of solid waste entering landfills. Review of future projects will continue be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions and the SRRE program. Adherence to such requirements would reduce potential impacts associated with solid waste to a less than significant impact level.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**(g)** As indicated above, in the General Plan EIR, the increased solid waste due to implementation of the General Plan could be accommodated within the existing landfill

capacity. Review of future projects will continue be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions. Adherence to such requirements would reduce potential impacts associated with solid waste to a less than significant impact level.

**Significance Determination:** Less than significant.
**Mitigation Measures:** Mitigation measures are not required
**Significance After Mitigation:** No impact

**Sources:**

California, State of, Water Resources Control Board. GeoTracker. 2008. Available online at http://www.geotracker.swrcb.ca.gov

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

City of Lodi. 2003. Stormwater Management Program, January 2003. Prepared by Black & Veatch Corporation, 2003.

City of Lodi. 2006. 2005 Urban Water Management Plan: Final Report. Prepared by RMC, March 2006.

West Yost & Associates, 2005. Technical Memorandum No.1 Full Surface Water Implementation Study, City of Lodi.

West Yost Associates. 2003. Memo including summary of proposed improvements at the White Slough WPCF. January 2003.

West Yost Associates. 2006. Memo including summary of proposed Phase 3 improvements 2007 at the White Slough WPCF. September 2006.

| Issues | Potentially | Less Than | Less-Than- | No |
|---|---|---|---|---|

| | | Significant Impact | Significant With Mitigation Incorporated | Significant Impact | Impact |
|---|---|---|---|---|---|
| **4.18** | **MANDATORY FINDINGS OF SIGNIFICANCE** | | | | |
| | a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☐ | ■ | ☐ |
| | b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)? | ☐ | ☐ | ■ | ☐ |
| | c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ■ | ☐ |

**(a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

**Less than Significant impact.** As documented in this Initial Study, the results of the preceding analyses and discussions of responses to the entire Initial Study Checklist have determined that the proposed project would have no effect upon sensitive biological resources, and would not result in significant impacts to historical, archaeological or paleontological resources. The proposed Master Plans support anticipated growth by the recently adopted 2010 General Plan. There are no historic resources identified within the project limits. The proposed project will not affect regulations protecting historical or cultural resources. The proposed Master Plans do not authorize any plan for a development or redevelopment on any property within the City of Lodi or the project vicinity. The Master Plans are intended to provide a framework for future projects in accordance with the 2010 General Plan and Lodi General Plan EIR 2009 (SCH#2009022075). The proposed project would not result in any effects that would degrade the quality of the environment. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and

Conditional Use Permits will be subject to environmental review on a project-by-project basis.

**(b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.**

**Less than Significant Impact**. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Cumulative effects resulting from implementation of the City's goals and policies were evaluated in the General Plan Program EIR 2009 (SCH#2009022075). The proposed Master Plans implement the policies and vision of the General Plan. No General Plan policies would be changed or modified through adoption of the proposed project. Adoption of the proposed Master Plans would not create any significant impacts beyond those previously identified in the General Plan Program EIR. No development projects are associated with the proposed project, and thus the project would not contribute to short-term or long-term cumulative impacts.

**(c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less than significant impact.** The proposed project does not involve any development activity. Rather, the project implements adopted General Plan policies and policy actions. The Master Plans provide infrastructural framework for possible development in the future. The proposed project would not result in any adverse effects on human beings, either directly or indirectly.

# Section 5

**Documents Referenced**


- Alquist-Priolo Earthquake Fault Zoning Act (http: www.consrv.ca.gov/dmg/shezp/maps/mora4.htm).
- California Environmental Quality Act Guidelines, as amended.
- California Air Resources Board (CARB), *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005.
- California Air Resources Board (CARB), *Ambient Air Quality Standards,* last updated February, 2007.
- California Air Resources Board, *California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*, 2007.
- California Department of Conservation (CDC), Division of Mines, *California Geological Survey - SMARA Mineral Land Classification Map 2006*.
- California Department of Conservation, Division of Land Resource Protection. *San Joaquin County Important Farmland 2006*. June 2008.
- _____. Farmland Mapping and Monitoring Program (2004-2006).
- California Geological Survey (CGS), Probabilistic Seismic Hazards Mapping Ground Motion Page, http://redirect.conservation.ca.gov/cgs/rghm/psha/pshamap.asp, accessed February 25, 2010.
- California, State of, Department of Transportation. *San Joaquin County Officially Designated State Scenic Highways and Historic Parkways 2009.* Available online at http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm
- California, State of, Department of Transportation. *Scenic Highway Guidelines*. Also available online at http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/scenic_hwy_guidelines.pdf
- California, State of, Water Resources Control Board. GeoTracker. 2008. Available online at http://www.geotracker.swrcb.ca.gov
- City of Lodi 2010 General Plan.
- City of Lodi General Plan Environmental Impact Report 2009 (SCH#2009022075)
- City of Lodi. 2003. Stormwater Management Program, January 2003. Prepared by Black & Veatch Corporation, 2003.
- City of Lodi. 2006. 2005 Urban Water Management Plan: Final Report. Prepared by RMC, March 2006.
- Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Map Panel Number 06077C0169F, Effective Date October 16, 2009.
- San Joaquin Valley Air Pollution Control District (SJVAPCD), *Guide for Assessing and Mitigating Air Quality Impacts, Technical Document: Information for Preparing Air Quality Sections in EIRs,* Adopted August 20, 1998; January 10, 2002 revision.

- San Joaquin Valley Air Pollution Control District (SJVAPCD), *District Air Quality Plans and Related Reports, Particulate Matter, and Ozone*, 2003.
- San Joaquin Valley Air Pollution Control District (SJVAPCD), *Ambient Air Quality Standards and Valley Attainment Status,* 2005.
- San Joaquin County, Draft Airport Land Use Compatibility Plan, 2008.
- San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).
- State of California, Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program. Accessed at www.consrv.ca.gov/dlrp
- State of California, Health and Human Safety Code, Section 7050.5.
- State of California, Public Resources Code, Section 5097.5.
- United States, Department of the Interior, Fish & Wildlife Service. National Wetlands Inventory. *Wetlands Mapper, Accessed March 28, 2011.* Available online at http://www.fws.gov/wetlands/data/Mapper.html
- United States, Department of the Interior, Fish & Wildlife Service. *The National Map* (created and maintained by U.S. Department of the Interior, Geological Survey).
- United States, Environmental Protection Agency, *EnviroMapper for Superfund*. Available online at http://www.epa.gov/enviro/sf/.

_____. Inventory of US Greenhouse Gas Emissions and Sinks 1990-2006, 2008.

U.S. Department of Transportation, Federal Highway Administration. *The National Scenic Byways Program*. (http://www.scenic.org/byways).

- West Yost & Associates, 2005. Technical Memorandum No.1 Full Surface Water Implementation Study, City of Lodi.
- West Yost Associates. 2003. Memo including summary of proposed improvements at the White Slough WPCF. January 2003.
- West Yost Associates. 2006. Memo including summary of proposed Phase 3 improvements 2007 at the White Slough WPCF. September 2006.
- Western Regional Climate Center, 2005. Website: http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?calodi+nca

Draft

Final Negative Declaration /Initial Study

For

# CITY OF LODI MASTER PLANS

**SCH#** 2012062045

July 16, 2012

**Prepared by:**
City of Lodi
Community Development Department • Planning Division
City Hall, 221 West Pine Street
P.O. Box 3006
Lodi, CA 95241-1910
(209)333-6711
(209)333-6842 (Fax)
www.lodi.gov

**TABLE OF CONTENTS**

## CHAPTER 2 - INTRODUCTION

### 2.1 Purpose of the Final Initial Study

This document is an Initial Study/ Negative Declaration (IS/ND) for the City of Lodi Master Plans. The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan and Bicycle Master Plan, which together make up the City's Master Plans (Master Plans). The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of Lodi 2010 General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 2009022075).

Under CEQA, tiering refers to the use of analysis contained in previously certified, broad-level Environmental Impact Reports (EIRs) (often programmatic EIRs) to support or complement project-specific EIRs or IS/NDs.[1] CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. Impacts only need to be analyzed in more detail in the Initial Study if they were not examined in the prior EIR or if findings were not adopted for significant, unavoidable impacts.

The statutes and guidelines of the California Environmental Quality Act (CEQA) require the Lead Agency to consult with public agencies having jurisdiction over a proposed project and to provide public and other interested parties with an opportunity to comment on a Draft IS/MND. This document responds to environmental issues raised in the comments on the Draft IS/MND.

### 2.2 – Environmental Review Process

The Draft IS/ND for the Lodi Master Plans was submitted to the State Clearinghouse (SCH # 2012062045) on June 14, 2012 for a 30-day public and agency review and comment, which ended on Friday, June 13, 2012. The Draft IS/ND was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) Statutes (Public Resources Code [PRC] Sections 21000 et seq.) and the CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The City of Lodi is the lead agency for CEQA compliance.

In accordance with the CEQA Statutes (PRC Section 21092) and Section 15072 of the CEQA Guidelines, public notice of the Draft IS/ND was provided by the City of Lodi through publication of an announcement in the Lodi Sentinel on June 14, 2012. In accordance with Section 15105(b) of the CEQA Guidelines, the City provided a 30-day public review period for the Draft IS/Negative Declaration commenced on **Wednesday,**

[1] California Association of Environmental Professionals, 2012, CEQA Statute and Guidelines.

**June 13, 2012** and ended on **Friday, July 13, 2012**. At the conclusion of the public review period, all written comments were responded to and incorporated in the Final ND.

The public notice published in the Lodi Sentinel included details on how to obtain copies of the Draft IS/ND. Additional notification methods were also used, including: mailing copies of the Draft IS/ND to various agencies, posting the Notice of Availability (NOA) at the City's website and library. The NOA included information on how to obtain copies of the Draft IS/ND and how to provide comments on the document.

The City received two comment letters on the Draft IS/ND during the 30-day public and agency comment period. These two comment letters are addressed in Chapter 3 of this document. This Final IS/ND has been prepared to respond to the comments received by the City that address environmental issues related to the Draft IS/ND, in accordance with the CEQA Guidelines.

## 2.3 Project description

The City of Lodi has prepared four separate comprehensive Master Plans consistent with the directives outlined in the recently adopted General Plan: a Wastewater Master Plan, a Water Master Plan, a Storm Drainage Master Plan, and a Bicycle Master Plan. The 2010 General Plan identifies areas to be developed within and outside of the city through the year 2030. The General Plan specifies in Section 3 – Growth Management and Infrastructure, GM-P11, that the City "prepare Master Plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provisions for each phase."

The Master Plans are policy-level, City-initiated plans and do not authorize any specific development or construction projects. In order to provide for a thematically and geographically comprehensive analysis of the Master Plans, potential environmental impacts associated with both plans are analyzed at a "program" level within this Initial Study. Future development projects will be required to receive City approval and conduct appropriate environmental review on project-by-project basis. The comprehensive Master Plans provide guidance for implementing development within the project limits. The Master Plans set forth implementation action plans that identify near and long term actions necessary to achieve orderly development as envisioned by the City's General Plan. The anticipated horizon year for the Master Plans correlate to the 2010 General Plan. The City will conduct specific analyses of future infrastructure project designs and locations to determine appropriate environmental documentation and mitigations measures.

## 2.4 Project Location

The Lodi Master Plans study area includes the current city boundaries and the Lodi 2010 General Plan planning area. The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower

Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles.

## CHAPTER 3 - WRITTEN COMMENTS AND RESPONSES

The City received two (2) comment letters on the Draft IS/ND during the public and agency comment period. The following table lists the commenters and the dates of the letters. Each letter and individual comment has been assigned a letter/number designation for cross-referencing.

Also included at the end of this chapter is a letter from the State Clearinghouse. The letter acknowledges that the City of Lodi has complied with the State Clearinghouse draft environmental document review requirements, and indicates that one state agency submitted comments through the State Clearinghouse by the close of the comment period on May 11, 2011. All comment letters received are addressed in this Final IS/MND.

| List of Commenters/Letters | | | |
|---|---|---|---|
| **Designation** | **Commenter** | **Date of Letter** | **Comment Numbers** |
| A | Regional Water Quality Control Board, Region 5 (Sacramento) | July 3, 2012 | A-1 |
| B | State Clearinghouse | July 12, 2012 | A-1 |

**Comment A**



Water Boards

**Central Valley Regional Water Quality Control Board**

3 July 2012

Immanuel Bereket
City of Lodi
Planning Division
221 West Pine Street
Lodi, CA 95240

CERTIFIED MAIL
7011 2970 0003 5615 7402

**COMMENTS TO THE DRAFT NEGATIVE DECLARATION, CITY OF LODI MASTER PLANS PROJECT, SCH NO. 2012062045, SAN JOAQUIN COUNTY**

A-1

Pursuant to the State Clearinghouse' 14 June 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed *the Draft Negative Declaration* for the City of Lodi Master Plans Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

KARL E. LONGLEY SCD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER
11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

Comment A



**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits**[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

A-1

**Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

---

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Comment A



**Waste Discharge Requirements**

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak
Environmental Scientist
401 Water Quality Certification Program

A-1

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

## RESPONSE TO COMMENT A

***Comment Letter A:*** Regional Water Quality Control Board, Region 5 (Sacramento)

**Response to Comment A-1**
Thank you for your input on this important City project. As documented in the Draft Negative Declaration, the City of Lodi has prepared four separate comprehensive Master Plans consistent with the directives outlined in the recently adopted General Plan: a Wastewater Master Plan, a Water Master Plan, a Storm Drainage Master Plan, and a Bicycle Master Plan. The 2010 General Plan identifies areas to be developed within and outside of the city through the year 2030.

The Master Plans are policy-level, City-initiated plans and do not authorize any specific development or construction projects. Future development projects, including infrastructure improvements, will be required to receive City approval and conduct appropriate environmental review on project-by-project basis.

This comment is noted.

**Comment B**

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**
P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194

*Flex your power!*
*Be energy efficient!*

July 12, 2012

**10-SJ-Various**
**City of Lodi Master Plan**
**SCH #2012062045**

Manny Bereket
City of Lodi
Planning Division
221 W. Pine St.
Lodi, CA 95240

Dear Mr. Bereket,

The California Department of Transportation (Department) appreciates the opportunity to comment on the Negative Declaration for the **City of Lodi Master Plans**. The City of Lodi has prepared four separate comprehensive Master Plans consistent with the directives outlined in the recently adopted General Plan: Wastewater Master Plan, Water Master Plan, Storm Drainage Master Plan, and Bicycle Master Plan. All Master Plans are policy-level and do not authorize any specific development or construction projects.

B-1

Should the City decide to proceed with any projects/improvements identified in the Master Plans that would impact the State Highway System or encroach on the State's right-of-way, a Traffic Analysis Report of the proposed project should be submitted for our review and comment through the Intergovernmental Review (IGR) process.

If you have any questions, please contact Sinarath Pheng at (209) 942-6092 (e-mail: Sinarath_Pheng@dot.ca.gov) or myself at (209) 941-1921.

Sincerely,

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

c Scott Morgan, State Clearinghouse

*"Caltrans improves mobility across California"*

**RESPONSE TO COMMENT B**

***Comment Letter A:*** Regional Water Quality Control Board, Region 5 (Sacramento)

**Response to Comment B-1**
Thank you for your input on this important City project. This comment is noted.

**PROPOSED MITIGATED NEGATIVE DECLARATION**

Prepared pursuant to City of Lodi Environmental Guidelines, §§ 1.7 (c), 5.5

**FILE NUMBER:** 12-ND-01

**PROJECT TITLE:** City of Lodi Master Plans

**PROJECT DESCRIPTION:** The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan, and Bicycle Master Plan, which together make up the City's Master Plans. The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. The Master Plans are an integral part of the City's General Plan and involve establishment and adoption of policy documents to accommodate future growth. No physical improvements or construction activities are proposed in conjunction with adoption of the Master Plans. This Initial Study and ND evaluated whether the proposed Master Plans would result in physical impacts beyond those addressed in the General Plan EIR. The Master Plans do not include design-level details for any single infrastructure improvement project. The goal of the Initial Study analysis is to evaluate the potential environmental impacts could occur due to adoption of the Master Plans. Based on the analysis of this Initial Study, a negative declaration is sufficient for adoption of the proposed Master Utility Plans. The City will conduct specific analyses of future infrastructure project designs and locations to determine appropriate environmental documentation and mitigations measures.

**PROJECT LOCATION:** The Lodi Master Plans study area includes the current city boundaries and the Lodi 2010 General Plan planning area. The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles.

**APPLICANT:**
**City of Lodi Public Works Department**
221 West Pine Street
Lodi, CA 95240

A copy of the Initial Study ("Environmental Information Form" and "Environment Checklist") documenting the reasons to support the adoption of a Negative Declaration is available at the **City of Lodi Community Development Department, 221 West Pine Street, Lodi CA 95240.**

Mitigation measures are ☐ are not ☒included in the project to avoid potentially significant effects on the environment.

The public review on the proposed Negative Declaration commenced on **Wednesday, June 13, 2012** and ended on **Friday, July 13, 2012**. At the conclusion of the public review period, all written comments were responded to and incorporated in the Final ND.

The City will provide additional public notices when the public hearings have been scheduled to consider approval of the Negative Declaration.

_____ _____

Konradt Bartlam, Community Development Director Date

## CHAPTER 2 - INTRODUCTION

### 2.1 Purpose of the Final Initial Study

This document is an Initial Study/ Negative Declaration (IS/ND) for the City of Lodi Master Plans. The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan and Bicycle Master Plan, which together make up the City's Master Plans (Master Plans). The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of Lodi 2010 General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 2009022075).

Under CEQA, tiering refers to the use of analysis contained in previously certified, broad-level Environmental Impact Reports (EIRs) (often programmatic EIRs) to support or complement project-specific EIRs or IS/NDs.[1] CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. Impacts only need to be analyzed in more detail in the Initial Study if they were not examined in the prior EIR or if findings were not adopted for significant, unavoidable impacts.

The statutes and guidelines of the California Environmental Quality Act (CEQA) require the Lead Agency to consult with public agencies having jurisdiction over a proposed project and to provide public and other interested parties with an opportunity to comment on a Draft IS/MND. This document responds to environmental issues raised in the comments on the Draft IS/MND.

### 2.2 – Environmental Review Process

The Draft IS/ND for the Lodi Master Plans was submitted to the State Clearinghouse (SCH # 2012062045) on June 14, 2012 for a 30-day public and agency review and comment, which ended on Friday, June 13, 2012. The Draft IS/ND was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) Statutes (Public Resources Code [PRC] Sections 21000 et seq.) and the CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The City of Lodi is the lead agency for CEQA compliance.

In accordance with the CEQA Statutes (PRC Section 21092) and Section 15072 of the CEQA Guidelines, public notice of the Draft IS/ND was provided by the City of Lodi through publication of an announcement in the Lodi Sentinel on June 14, 2012. In accordance with Section 15105(b) of the CEQA Guidelines, the City provided a 30-day public review period for the Draft IS/Negative Declaration commenced on **Wednesday,**

[1] California Association of Environmental Professionals, 2012, CEQA Statute and Guidelines.

**June 13, 2012** and ended on **Friday, July 13, 2012**. At the conclusion of the public review period, all written comments were responded to and incorporated in the Final ND.

The public notice published in the Lodi Sentinel included details on how to obtain copies of the Draft IS/ND. Additional notification methods were also used, including: mailing copies of the Draft IS/ND to various agencies, posting the Notice of Availability (NOA) at the City's website and library. The NOA included information on how to obtain copies of the Draft IS/ND and how to provide comments on the document.

The City received two comment letters on the Draft IS/ND during the 30-day public and agency comment period. These two comment letters are addressed in Chapter 3 of this document. This Final IS/ND has been prepared to respond to the comments received by the City that address environmental issues related to the Draft IS/ND, in accordance with the CEQA Guidelines.

## 2.3 Project description

The City of Lodi has prepared four separate comprehensive Master Plans consistent with the directives outlined in the recently adopted General Plan: a Wastewater Master Plan, a Water Master Plan, a Storm Drainage Master Plan, and a Bicycle Master Plan. The 2010 General Plan identifies areas to be developed within and outside of the city through the year 2030. The General Plan specifies in Section 3 – Growth Management and Infrastructure, GM-P11, that the City "prepare Master Plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provisions for each phase."

The Master Plans are policy-level, City-initiated plans and do not authorize any specific development or construction projects. In order to provide for a thematically and geographically comprehensive analysis of the Master Plans, potential environmental impacts associated with both plans are analyzed at a "program" level within this Initial Study. Future development projects will be required to receive City approval and conduct appropriate environmental review on project-by-project basis. The comprehensive Master Plans provide guidance for implementing development within the project limits. The Master Plans set forth implementation action plans that identify near and long term actions necessary to achieve orderly development as envisioned by the City's General Plan. The anticipated horizon year for the Master Plans correlate to the 2010 General Plan. The City will conduct specific analyses of future infrastructure project designs and locations to determine appropriate environmental documentation and mitigations measures.

## 2.4 Project Location

The Lodi Master Plans study area includes the current city boundaries and the Lodi 2010 General Plan planning area. The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower

Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles.

## CHAPTER 3 - WRITTEN COMMENTS AND RESPONSES

The City received two (2) comment letters on the Draft IS/ND during the public and agency comment period. The following table lists the commenters and the dates of the letters. Each letter and individual comment has been assigned a letter/number designation for cross-referencing.

Also included at the end of this chapter is a letter from the State Clearinghouse. The letter acknowledges that the City of Lodi has complied with the State Clearinghouse draft environmental document review requirements, and indicates that one state agency submitted comments through the State Clearinghouse by the close of the comment period on May 11, 2011. All comment letters received are addressed in this Final IS/MND.

| List of Commenters/Letters | | | |
|---|---|---|---|
| **Designation** | **Commenter** | **Date of Letter** | **Comment Numbers** |
| A | Regional Water Quality Control Board, Region 5 (Sacramento) | July 3, 2012 | A-1 |
| B | State Clearinghouse | July 12, 2012 | A-1 |

**Comment A**



Water Boards

**Central Valley Regional Water Quality Control Board**

3 July 2012

Immanuel Bereket
City of Lodi
Planning Division
221 West Pine Street
Lodi, CA 95240

CERTIFIED MAIL
7011 2970 0003 5615 7402

**COMMENTS TO THE DRAFT NEGATIVE DECLARATION, CITY OF LODI MASTER PLANS PROJECT, SCH NO. 2012062045, SAN JOAQUIN COUNTY**

A-1

Pursuant to the State Clearinghouse' 14 June 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed *the Draft Negative Declaration* for the City of Lodi Master Plans Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

KARL E. LONGLEY SCD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER
11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

Comment A



**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits**[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

A-1

**Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

---

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Comment A



**Waste Discharge Requirements**

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak
Environmental Scientist
401 Water Quality Certification Program

A-1

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

## RESPONSE TO COMMENT A

***Comment Letter A:*** Regional Water Quality Control Board, Region 5 (Sacramento)

**Response to Comment A-1**
Thank you for your input on this important City project. As documented in the Draft Negative Declaration, the City of Lodi has prepared four separate comprehensive Master Plans consistent with the directives outlined in the recently adopted General Plan: a Wastewater Master Plan, a Water Master Plan, a Storm Drainage Master Plan, and a Bicycle Master Plan. The 2010 General Plan identifies areas to be developed within and outside of the city through the year 2030.

The Master Plans are policy-level, City-initiated plans and do not authorize any specific development or construction projects. Future development projects, including infrastructure improvements, will be required to receive City approval and conduct appropriate environmental review on project-by-project basis.

This comment is noted.

**Comment B**

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**
P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194

*Flex your power!*
*Be energy efficient!*

July 12, 2012

**10-SJ-Various**
**City of Lodi Master Plan**
**SCH #2012062045**

Manny Bereket
City of Lodi
Planning Division
221 W. Pine St.
Lodi, CA 95240

Dear Mr. Bereket,

The California Department of Transportation (Department) appreciates the opportunity to comment on the Negative Declaration for the **City of Lodi Master Plans**. The City of Lodi has prepared four separate comprehensive Master Plans consistent with the directives outlined in the recently adopted General Plan: Wastewater Master Plan, Water Master Plan, Storm Drainage Master Plan, and Bicycle Master Plan. All Master Plans are policy-level and do not authorize any specific development or construction projects.

B-1

Should the City decide to proceed with any projects/improvements identified in the Master Plans that would impact the State Highway System or encroach on the State's right-of-way, a Traffic Analysis Report of the proposed project should be submitted for our review and comment through the Intergovernmental Review (IGR) process.

If you have any questions, please contact Sinarath Pheng at (209) 942-6092 (e-mail: Sinarath_Pheng@dot.ca.gov) or myself at (209) 941-1921.

Sincerely,

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

c Scott Morgan, State Clearinghouse

*"Caltrans improves mobility across California"*

**RESPONSE TO COMMENT B**

***Comment Letter A:*** Regional Water Quality Control Board, Region 5 (Sacramento)

**Response to Comment B-1**
Thank you for your input on this important City project. This comment is noted.

EXHIBIT 1

# City of Lodi
# Impact Mitigation Fee Program
# UPDATE

DRAFT


**August 2012**

Harris & Associates

GCG
GOODWIN CONSULTING GROUP

Final Report – August 2012

Summary of Responsibilities

| Description of Item | Prepared By | Approved By |
|---|---|---|
| Development Forecast | Denise Wiman, City of Lodi | F. Wally Sandelin, City of Lodi |
| Assignment of Burden to Land Use | Alison Bouley, Harris & Associates<br>Storm Drain, Transportation, Wastewater Conveyance, Water Supply | F. Wally Sandelin, City of Lodi |
| | Victor Irzyk, Goodwin Consultants<br>Fire, Police, General Facilities, AIPP | |
| | Bob Reed, The Reed Group, Inc.<br>Water & Wastewater Treatment | |
| Project Cost Estimates | Alison Bouley, Harris & Associates<br>Storm Drain, Transportation, Wastewater Conveyance, Water Supply | F. Wally Sandelin, City of Lodi |
| | Victor Irzyk, Goodwin Consulting Group<br>Fire, Police, General Facilities, AIPP | |
| | F. Wally Sandelin, City of Lodi<br>Water & Wastewater Treatment | |

| Description of Item | Prepared By | Approved By |
|---|---|---|
| Development Impact Fee Estimates | _____<br>Victor Irzyk, Goodwin Consulting Group | _____<br>F. Wally Sandelin, City of Lodi |
| Legal Form | | _____<br>D. Stephen Schwabauer, City of Lodi |
| Approved for Transmittal to City Council | | _____<br>D. Stephen Schwabauer, City of Lodi |

# City of Lodi
# Impact Mitigation Fee Program Update
# Table of Contents

**Tables and Figures**

# 1. EXECUTIVE SUMMARY AND INTRODUCTORY SECTIONS

## INTRODUCTION

The City of Lodi (City) is located in the San Joaquin Valley, approximately 10 miles north of Stockton and 35 miles south of Sacramento. Incorporated in 1906, the City has grown to a current population of more than 62,000. Corresponding to this population growth, the San Joaquin Council of Government estimates that there are approximately 26,000 jobs in the City. The City's growth is provided for in both the General Plan and the City's Growth Ordinance (LMC 15.34) that allows for an increase in population of 2% per year.

Increased population and employment in the City will lead to increased demand for public infrastructure and services and will ultimately impact infrastructure and the facilities required to provide such services. Where backbone infrastructure and capital facilities are inadequate, permitting development is contrary to the responsibility of local government to protect the public's health, safety, and welfare. Consequently, the City has planned for construction and expansion of backbone infrastructure and capital facilities that will adequately serve current and future development anticipated through 2035.

Funding for these facilities will come from several sources, including the City's Impact Mitigation Fee Program (IMFP); federal, state and local programs; developer contributions; and other funding sources. The IMFP Fees discussed in this report will apply to all future growth within the City projected through 2035.

## PURPOSE OF IMFP

As new development occurs within the City, new backbone infrastructure and capital facilities will be required to meet the demands from future development. Backbone infrastructure and capital facilities will be funded through the City's IMFP, which will contain separate fee categories for each type of infrastructure and capital facility. The IMFP will apply to all future growth anticipated through 2035, except where otherwise noted in this report. The infrastructure and capital facility impact fee categories incorporated in this report include:

- Water Fee;
- Wastewater Fee;
- Storm Drainage Fee;
- Transportation Fee;
- Police Fee;
- Fire Fee;
- General City Facilities Fee;
- Park Fee;
- Electric Utility Fee; and
- Art in Public Places Fee.

The City retained a team of consultants, including Harris and Associates, Goodwin Consulting Group, Inc., Fehr & Peers, The Reed Group, and Vallier Design Associates, to assist it with the update of the IMFP. The fees in the IMFP will be implemented by the Lodi City Council through the adoption of this IMFP report. The IMFP is compliant with the requirements set forth in the Mitigation Fee Act and ensures that a rational nexus exists between the fees and the cost or portion of the cost of the infrastructure and capital facilities attributable to future development.

## VACANT LAND DESCRIPTION

The City, in conjunction with input from local developers, reviewed the vacant land within the City and studied past development trends. Based on this review, both residential and non-residential growth forecasts were established. These forecasts form the basis for the analysis presented in this report and are a critical assumption in the determination of infrastructure requirements.

It is assumed that substantial residential growth would not begin to occur until 2015, at which time approximately 100 low density residential units are expected to develop. Development is expected to gradually increase until 2018 at which point the historical average of 240 units per year is assumed. A total of 4,000 low density residential units and 720 medium density residential units are expected to develop through 2035.

Non-residential growth was estimated based on vacant land within the City. It is estimated that by 2035 approximately 2 million square feet of industrial space, just over 1 million square feet of retail, approximately 530,000 square feet of office, and approximately 68,000 square feet of medical will develop.

A more detailed description of this analysis is included in Section 2.

## SUMMARY OF PROPOSED FEES

Tables 1-1 through 1-5 summarize the fees for each component in the IMFP.

**Table 1-1: Water and Wastewater Fees**

| Meter Size | Water | Wastewater |
|---|---|---|
| 5/8-inch meter | $2,079 | $2,831 |
| 3/4-inch meter | $3,103 | $4,225 |
| 1-inch meter | $5,181 | $7,056 |
| 1 1/2-inch meter | $10,332 | $14,070 |
| 2-inch meter | $16,537 | $22,521 |
| 3-inch meter | $31,026 | $42,253 |
| 4-inch meter | $51,721 | $70,435 |
| 6-inch meter | $103,411 | $140,828 |
| 8-inch meter | $165,464 | $225,333 |
| 10-inch meter | $237,880 | $323,951 |

**Table 1-2: Transportation, Police, Fire, General City Facilities, Park, and Art in Public Places Fees**

| | RESIDENTIAL LAND USES | | | NON-RESIDENTIAL LAND USES | | |
|---|---|---|---|---|---|---|
| Fee Component | Low Density *(per Unit)* | Medium Density *(per Unit)* | High Density *(per Unit)* | Retail *(per 1,000 SF)* | Office/ Medical *(per 1,000 SF)* | Industrial *(per 1,000 SF)* |
| Transportation | $711 | $386 | $386 | $1,199 | $872 | $443 |
| Police | $753 | $634 | $528 | $330 | $528 | $176 |
| Fire | $385 | $324 | $270 | $338 | $540 | $180 |
| Park | $3,890 | $3,276 | $2,730 | $406 | $650 | $217 |
| General City Facilities | $617 | $519 | $433 | $270 | $433 | $144 |
| Art in Public Places | $80 | $67 | $56 | $35 | $56 | $19 |

**Table 1-3: Electric Utility Fees**

| | 208 Volts | 240 Volts | 480 Volts |
|---|---|---|---|
| ***Single Phase Panel*** | | | |
| 60 amps | | $248 | n/a |
| 100 amps | | $413 | n/a |
| 125 amps | | $516 | n/a |
| 200 amps | | $826 | n/a |
| 400 amps | | $1,652 | n/a |
| 600 amps | | $2,478 | n/a |
| ***Three Phase Panel*** | | | |
| 200 amps | $1,178 | $1,359 | $2,718 |
| 400 amps | $2,356 | $2,718 | $5,437 |
| 600 amps | $3,534 | $4,077 | $8,155 |
| 800 amps | $4,712 | $5,437 | $10,873 |
| 1000 amps | $5,890 | n/a | $13,591 |
| 1200 amps | $7,068 | n/a | $16,310 |
| 1600 amps | $9,423 | n/a | $21,746 |
| 2000 amps | $11,779 | n/a | $27,183 |
| 2500 amps | $14,724 | n/a | $33,979 |
| 3000 amps | $17,669 | n/a | $40,744 |

**Table 1-4: Storm Drainage Fees**

| | RESIDENTIAL LAND USES | | | NON-RESIDENTIAL LAND USES | | |
|---|---|---|---|---|---|---|
| | **Low Density** *(per Unit)* | **Medium Density** *(per Unit)* | **High Density** *(per Unit)* | **Retail** *(per Acre)* | **Office/ Medical** *(per Acre)* | **Industrial** *(per Acre)* |
| Storm Drainage – Zone 1[1] | $1,394 | $697 | $561 | $14,640 | $14,640 | $15,686 |

[1] *Applies to future development in the Zone 1 area shown on Figure 6-1.*

**Table 1-5: South Wastewater Trunk Line Fees**

| Fee Component | RESIDENTIAL LAND USES Low Density *(per Unit)* | Medium Density *(per Unit)* | High Density *(per Unit)* | NON-RESIDENTIAL LAND USES Retail *(per 1,000 SF)* | Office/ Medical *(per 1,000 SF)* | Industrial *(per 1,000 SF)* |
|---|---|---|---|---|---|---|
| South Wastewater Trunk Line [1] | $1,181 | $994 | $829 | $1,096 | n/a | n/a |

[1] *Applies only to development that will benefit from construction of the wastewater trunk line serving the southern area of the City.*

## FEE ADJUSTMENT PROCEDURES

The fees may be adjusted in future years to reflect revised facility requirements, receipt of funding from alternative sources (i.e., state or federal grants), revised facilities or costs, or changes in demographics or the land use plan. In addition, the fees will be adjusted each year by the Engineering News Record 20-city average construction cost index.

The fee categories summarized in the IMFP may not be applicable to specialized development projects in the City. For example, development of a cemetery, golf course, or stadium would not fall under any of the fee categories in this study. For specialized development projects, the City will review the impacts and decide on the applicable fee.

## NEXUS REQUIREMENT SUMMARY

Assembly Bill (AB) 1600, which was enacted by the State of California in 1987, created Mitigation Fee Act - Section 66000 et seq. of the Government Code. The Mitigation Fee Act requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project:

1. Identify the purpose of the fee.
2. Identify the use to which the fee is to be put.
3. Determine how there is a reasonable relationship between:
   A. The fee's use and the type of development project on which the fee is imposed.
   B. The need for the public facility and the type of development project on which the fee is imposed.
   C. The amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

As stated above, the purpose of this IMFP report is to demonstrate that all fee components of the updated IMFP comply with the Mitigation Fee Act. The assumptions, methodologies, facility standards, costs, and cost allocation factors that were used to establish the nexus between the fees and the development on which the fees will be levied are summarized in subsequent sections of this report.

## LODI MUNICIPAL CODE AMENDMENTS

The following sections of the Lodi Municipal Code will need to be amended to implement the changes included in the IMFP:

12.12.370
13.08.130
13.12.180
13.12.220
15.64.010
15.64.020
15.64.030
15.64.050
15.64.060
15.67.070
15.64.080
16.24.040

The changes included in the IMFP leading to the need to amend the Lodi Municipal Code are described below:

1. There will no longer be a reimbursement by the IMFP for oversized pipe. Reimbursement will be secured via a City Council approved reimbursement agreement amongst the benefitting properties.
2. Water and wastewater treatment capacity charges will be based upon the size of the water meter needed to serve the property.
3. New Developments will be responsible for constructing one-half of the fronting road improvements. The IMFP will be responsible for construction of the median improvements along Harney Lane and Hutchins Street.
4. The Electric Utility capacity charge will be based upon the panel size serving the property and will apply to all incorporated areas of the City.
5. New developments will be responsible for constructing neighborhood parks. The IMFP will be responsible for constructing community and regional park facilities.
6. Residential IMFP fees will be based upon dwelling unit equivalents (DUE). One DUE equals the demands for services represented by a single family, low density residential unit.
7. Non-residential IMF fees will be based upon building square feet except for Storm Drainage which will be based upon the acreage of the project.
8. Limited exceptions for non-residential Transportation IMF fees will be allowed, as determined by the Public Works Director, based upon demonstrated significant deviation from the IMFP assumptions for employee density and trip generation.
9. The Art in Public Places IMF fee will be a stand-alone fee.

# 2. DEVELOPMENT ASSUMPTIONS

## POPULATION

The City adopted a Growth Ordinance (LMC 15.34) in 1991 that restricts the number of housing units approved by the City to produce no more than a 2% annual population growth. The Growth Ordinance provides for an additional allocation by residential land use category of approximately 65% Low Density, 10% Medium Density and 25% for High Density. The Growth Ordinance is not seen as a constraint to residential development as the 2005 allocation translated to a maximum of 450 new units, which is well above the anticipated residential development forecast. In addition, unallocated permits are allowed to roll into future years; there were 3,268 unused permits available prior to 2007.

Table 2-1 shows the residential density assumptions that were applied in estimating population projections for the IMFP update.

**Table 2-1: Residential Density Assumptions**

| Land Use | Population Density, Person/Dwelling Unit[1] |
|---|---|
| Low Density | 2.85 |
| Medium Density | 2.40 |
| High Density | 2.00 |

[1] Derived from the 2000 census and California Department of Finance, Population Research Unit.

The citywide residential forecast is shown in Table 2-2. This forecast was developed in conjunction with local residential developers and reflects the consensus that it will be a few more years before substantial residential development returns to Lodi. Once the market for residential housing starts up again, it is anticipated that it will take three to four years to return to historical levels.

## Table 2-2: Projected Citywide Population Increase

| Year | New Dwelling Units | | | Population Increase |
|---|---|---|---|---|
| | Low Density (LDR) | Medium Density (MDR) | High Density (HDR) | |
| 2015 | 100 | 0 | 0 | 285 |
| 2016 | 125 | 0 | 0 | 356 |
| 2017 | 175 | 0 | 0 | 499 |
| 2018 | 200 | 40 | 0 | 666 |
| 2019 | 200 | 40 | 0 | 666 |
| 2020 | 200 | 40 | 0 | 666 |
| 2021 | 200 | 40 | 0 | 666 |
| 2022 | 200 | 40 | 0 | 666 |
| 2023 | 200 | 40 | 0 | 666 |
| 2024 | 200 | 40 | 0 | 666 |
| 2025 | 200 | 40 | 0 | 666 |
| 2026 | 200 | 40 | 0 | 666 |
| 2027 | 200 | 40 | 0 | 666 |
| 2028 | 200 | 40 | 0 | 666 |
| 2029 | 200 | 40 | 0 | 666 |
| 2030 | 200 | 40 | 0 | 666 |
| 2031 | 200 | 40 | 0 | 666 |
| 2032 | 200 | 40 | 0 | 666 |
| 2033 | 200 | 40 | 0 | 666 |
| 2034 | 200 | 40 | 0 | 666 |
| 2035 | 200 | 40 | 0 | 666 |
| **Total** | **4,000** | **720** | **0** | **13,128** |

## LAND USE CATEGORIES AND DENSITY ASSUMPTIONS

The land use categories included in the Lodi General Plan are also used in the IMFP. These categories are presented in Table 2-3. This table includes a summary of development densities and site coverage that were assumed during the IMFP update process.

**Table 2-3: Population Density by Land Use Category**

| Land Use Category | General Plan Permitted | | Expected | |
|---|---|---|---|---|
| | Residential Density | Maximum FAR | Residential Density | FAR |
| Residential[1] | | | | |
| Low Density | 2-8 | n/a | 6 | n/a |
| Medium Density | 8-20 | n/a | 15 | n/a |
| High Density | 15-35 | n/a | 25 | n/a |
| Non-Residential[2] | | | | |
| General Commercial | n/a | 0.6 | n/a | 0.25 |
| Office | n/a | 0.6 | n/a | 0.30 |
| Business Park | n/a | 1 | n/a | 0.40 |
| Industrial | n/a | 0.6 | n/a | 0.40 |
| Mixed Use[3] | | | | |
| Downtown Mixed Use | 8-35 | 3 | 20 | 1.0 |
| Mixed Use Corridor | 2-35 | 1.2 | 20 | 1.0 |
| Mixed Use Center | 8-35 | 1 | 20 | 1.0 |

[1] Residential density expressed in dwelling units per net acre

[2] Non-residential FAR expressed in terms of gross building sq ft per net acre.

[3] IMFP fees on Mixed Use development will be imposed based on the underlying Residential or Non-Residential development that is part of the Mixed Use project.

## VACANT LAND INVENTORY

Figure 2-1 shows the spatial allocation of the residential forecast that was prepared examining projects in the pipeline and available vacant land that would be efficient extensions of development. The initial phasing for residential land uses was developed with input from the residential development community and the City Manager/Community Development Director.

The non-residential development has been estimated in 5 year increments by the City and is shown in Table 2-4.

**Table 2-4: Projected Citywide Non-Residential Development**

| Year | Industrial (1000 sf) | Major Retail (1000 sf) | Minor Retail (1000 sf) | Office (1000 sf) | Medical (1000 sf) | Subtotal Citywide Non-residential (1000 sf) | Mixed Use Corridor Major Retail (1000 sf) | Mixed Use Corridor Office (1000 sf) |
|---|---|---|---|---|---|---|---|---|
| **2015 - 19** | | 351 | 492.5 | 180 | 68 | **1,092** | 100 | 70 |
| **2020-24** | 800 | | 26.5 | 90 | | **916.5** | | |
| **2025-29** | 707 | | 109 | 90 | | **906** | | |
| **2030-35** | 714 | | | 100 | | **814** | | |
| **Total** | **2,221** | **351** | **628** | **460** | **68** | **3,728** | **100** | **70** |

Figure 2-2 shows the initial phasing and spatial allocation of the non-residential forecast and was prepared by examining projects in the pipeline and available vacant land. The non-residential phasing was developed with input from the City Manager/Community Development Director.


Figure 2-1

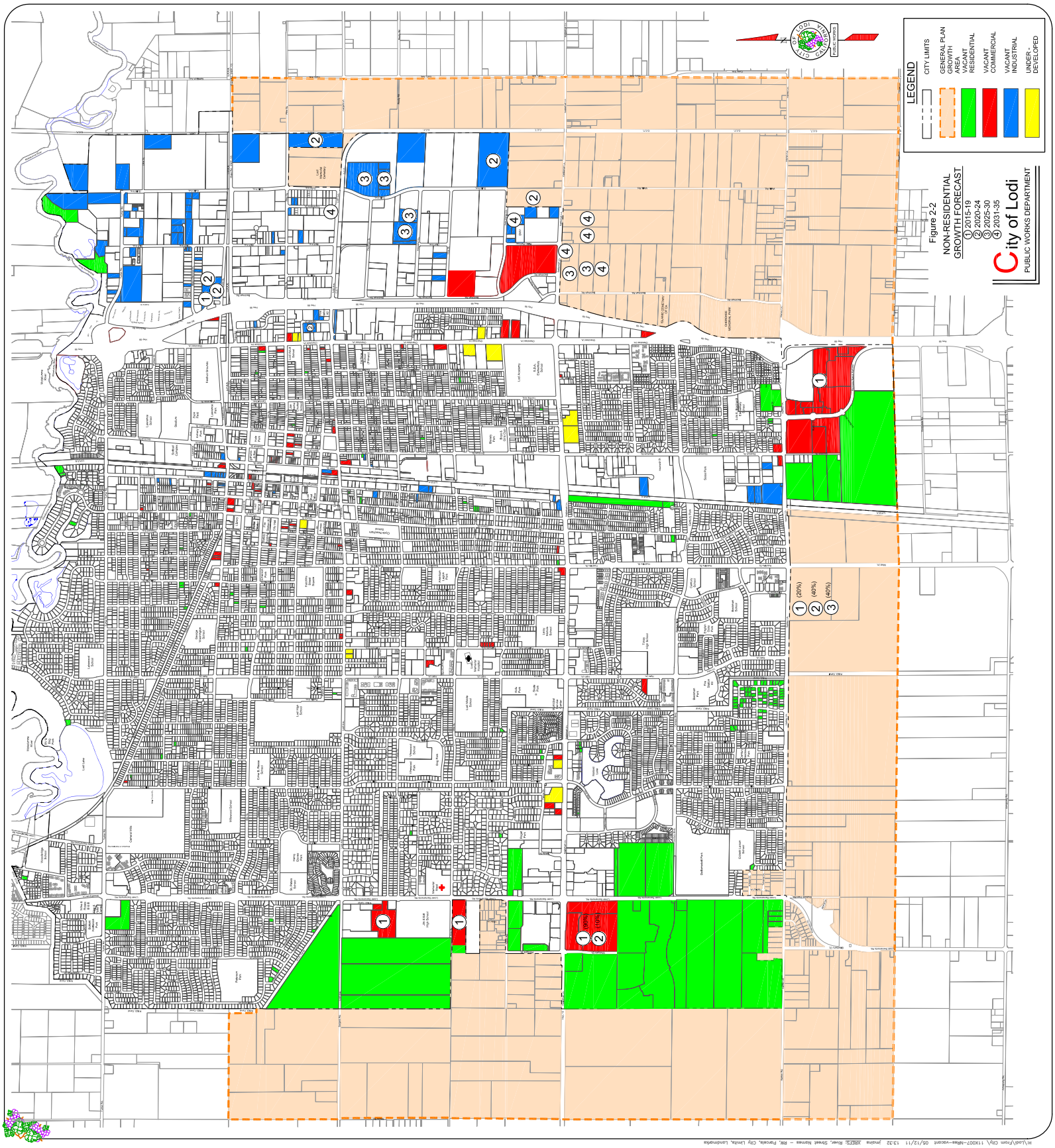
## 2035 PROJECTED HOUSING DEVELOPMENT
## COVERAGE AREA MAP

- 2014 PROJECTED HOUSING DEVELOPMENT (50 UNITS)
- 2015 PROJECTED HOUSING DEVELOPMENT (100 UNITS)
- 2016 PROJECTED HOUSING DEVELOPMENT (125 UNITS)
- 2017 PROJECTED HOUSING DEVELOPMENT (175 UNITS)
- 2018 PROJECTED HOUSING DEVELOPMENT (200 UNITS)
- 2019 PROJECTED HOUSING DEVELOPMENT (200 UNITS)
- 2020 PROJECTED HOUSING DEVELOPMENT (200 UNITS)
- 2021 PROJECTED HOUSING DEVELOPMENT (200 UNITS)
- INDICATES PROJECTED HOUSING DEVELOPMENT FROM 2022 THRU 2035
- INDICATES MEDIUM DENSITY HOUSING DEVELOPMENT (40 UNITS TYP)
- DEVELOPMENT PHASE 1
- DEVELOPMENT PHASE 2
- DEVELOPMENT PHASE 3
- FUTURE PARKS
- CITY LIMITS (2008)
- DOWNTOWN MIXED USE
- MIXED USE CORRIDOR
- URBAN RESERVE

N

H:\Lodi\From City\ Growth Estimate-Management 04/09/12 09:41 jmains

# Figure 2-2 : Non-Residential Growth Forecast



# 3. IMPACT FEE METHODOLOGY

When impact fees are imposed, a fee report must demonstrate that logical and thorough consideration was applied in determining that the fees relate to the impacts from new development. Various findings must be made to ensure that a reasonable relationship exists between the fee and the cost of the facility or portion of the facility attributable to new development on which that impact fee will be levied.

## DUE FACTORS

A Dwelling Equivalent Unit (DUE) is a factor that quantifies the facilities demand of different land use types in terms of their equivalence to a low density residential unit. A low density residential unit is assigned a DUE factor of 1.0 and the DUE factor for each of the other land use categories is determined based on the anticipated demand for each land use category relative to the anticipated demand for a low density residential unit.

Demand is measured differently for each component of the IMFP. Demand variables are assigned to future development based on industry practice for each component of the IMFP as shown in Table 3-1.

**Table 3-1: Demand Variable by Fee Component**

| Fee Component | Demand Variable |
|---|---|
| Water | Hydraulic Capacity Factor |
| Wastewater | Hydraulic Capacity Factor |
| Storm Drainage | Runoff Coefficient |
| Transportation | Trip Generation |
| Police | Persons Served |
| Fire | Persons Served |
| Parks | Persons Served |
| Electric Utility | Load Factor (kVA) |
| General City Facilities | Persons Served |
| Art in Public Places | Persons Served |

For example, demand for police facilities is based on the potential number of persons served. If each person were assumed to equal one person served and a low density residential unit is assumed to have 2.85 persons per household, then a low density residential unit would equal 2.85 persons served and have a DUE of 1.0. A medium density residential unit with an average of

2.40 persons per household would generate 2.40 persons served. By dividing 2.40 by 2.85, a DUE factor of approximately 0.84 is calculated for a medium density residential unit. The number of persons served is derived from a persons per household factor for residential land uses and the number of employees per 1,000 building square feet for non-residential land uses. The persons per household and employees per 1,000 building square feet assumptions are derived from population figures from the Census Bureau and common industry-related employee density averages.

## COST ESTIMATES

Facilities cost estimates for each component of the IMFP have been developed with the assistance of City staff and its team of consultants, including Harris and Associates, Fehr & Peers, and Vallier Design Associates. Facilities cost estimates have been prepared utilizing current cost data as well as recent bids for similar projects. A summary of the facilities costs included in the IMFP is presented in Table 3-2.

**Table 3-2: Summary of Facilities Costs**

| IMFP Component | IMFP Funding | Other Funding [1] | Total Funding |
|---|---|---|---|
| Water Treatment | $13,390,000 | $58,275,000 | $71,665,000 |
| Water Supply | $4,000,000 | $0 | $4,000,000 |
| Wastewater Treatment | $23,681,000 | $24,910,000 | $48,591,000 |
| Wastewater Conveyance | $6,252,400 | $0 | $6,252,400 |
| Storm Drainage | $2,968,500 | $0 | $2,968,500 |
| Transportation | $5,832,600 | $29,079,200 | $34,911,800 |
| Police | $4,496,000 | $22,896,000 | $27,392,000 |
| Fire | $2,825,000 | $0 | $2,825,000 |
| Parks | $19,183,000 | $0 | $19,183,000 |
| Electric Utility | $7,092,000 | $0 | $7,092,000 |
| General City Facilities | $3,682,000 | $2,444,000 | $6,126,000 |
| Art in Public Places | $477,000 | $0 | $477,000 |

[1] Includes all alternate sources of funding (e.g., existing development, future development beyond 2035, RTIF, RTSP, SJCOG, Measure K, etc) other than projected IMFP fee revenue through 2035.

Additional facility and cost details related to each component of the IMFP are provided in the

following sections of this report.

## MARK-UP ASSUMPTIONS

In order to properly capture the City's full cost to design, build, and manage the projects required by new development, it is necessary to include soft costs in preparing the estimates. While the mark-ups can vary widely from one project to the next, the mark-ups shown in Table 3-3 represent average and realistic assumptions and were used in calculating the costs included in this study.

**Table 3-3: Mark Up Assumptions**

| Soft Cost | Percent |
|---|---|
| Contingency | 20% |
| Design & Environmental | 10% |
| Construction Management | 5% |
| City Administration & Plan Checking | 5% |

## LAND ACQUISITION ASSUMPTIONS

For some of the facilities, it will be necessary for the City to purchase land. In these cases, the cost of land acquisition was included in the IMFP and estimated at $160,000 per acre. This cost assumes not only land acquisition, but also other costs the City may incur, such as mapping or legal fees. Should a developer dedicate land for a project that includes a land acquisition cost in the program, he would be subject to a credit or a reimbursement at the appraised value of the land or the amount assumed in the IMFP, whichever is less.

## FEE METHODOLOGY

There are several methodologies used to determine impact fees for new development. The choice of the methodology to use depends on the type of facility for which an impact fee is being calculated as well as the availability of documentation and research conducted in support of the fee. Following is a discussion of the two methodologies used to calculate the separate impact fee components in this report.

### PLAN-BASED FEE METHODOLOGY

The plan-based fee methodology is used for facilities that must be designed based on multiple considerations, including, but not limited to, future demand projections, geographic location of anticipated growth, and potential development constraints. For example, the need for transportation-related improvements depends specifically on the projected number of trips that must be accommodated. The City must first analyze existing facilities, geographic constraints, and current and required levels of service in order to identify future facility needs. This information is analyzed in conjunction with a projection of the amount and location of future development in order to determine the adequacy of existing facilities and the demand for new

improvements. The steps to calculate a component of the IMFP under the plan-based fee methodology include the following:

***Step 1.*** Determine the future development, by land use category and location, anticipated within the City through 2035.

***Step 2.*** Determine facilities needed to serve anticipated growth and, if necessary, the existing development in the City.

***Step 3.*** Estimate the gross cost of facilities needed to serve the current and future City population and determine that portion of the cost for which only future growth will be responsible. Exclude the cost from the fee calculation of any improvements that will cure existing deficiencies.

***Step 4.*** Subtract expected revenues that will be available from alternative funding sources, if any, to determine the net facilities cost that will be allocated to future development.

***Step 5.*** Identify the demand variable (e.g., trips generated, runoff coefficient, persons served, etc.) that will be used to allocate facility costs on a fair-share basis to each future land use category.

***Step 6.*** Determine the dwelling unit equivalent factor for each land use category based on the applicable demand variable.

***Step 7.*** Calculate the total DUEs that will be generated from future development for all land use categories by multiplying each land use type by its DUE factor and taking the sum of the DUEs.

***Step 8.*** Divide the total DUEs for each land use category by the total DUEs for all future land uses to determine each land use category's percentage share of the total DUEs.

***Step 9.*** Multiply each land use's percentage share of the total DUEs by the total facilities cost in the fee program to determine the cost attributable to each land use category.

***Step 10.*** Divide the cost attributable to each land use category by the number of units (i.e., homes, building square feet, or acres) of each land use type to determine the fee for each type of residential or non-residential land use category.

The plan-based impact fee calculation methodology was used in this IMFP to calculate the water, wastewater, storm drainage, transportation, police, fire, electrical utility, and general city facilities fee components.

**STANDARD-BASED FEE METHODOLOGY**

The standard-based methodology is used when a consistent facility service level standard is to be

applied to new development (i.e., per 1,000 residents) regardless of the total future projected development or geographic location of development. The standard to be used in calculating impact fees under this methodology may be based on an existing standard or a preferred standard that may be presented in the General Plan or a master plan. The steps to calculate a component of the IMFP under the standard-based fee methodology include the following:

***Step 1.*** Define the required level of service standard (e.g., park acres per 1,000 residents) expressed in terms of residents, employees, or other standard appropriate for the type of facility for which the fee is being calculated.

***Step 2.*** Estimate the future growth and the additional facilities required by multiplying the applicable facility service standard by the future growth projection.

***Step 3.*** Determine a facility cost based on current costs; reduce the facility cost by alternative funding sources, if applicable. Calculate the net cost of the required additional facilities. Exclude the cost from the fee calculation of any improvements that will cure existing deficiencies.

***Step 4.*** Identify the demand variable (e.g., persons served) that will be used to allocate facility costs on a fair-share basis to each future land use category.

***Step 5.*** Determine the dwelling unit equivalent factor for each land use category based on the applicable demand variable.

***Step 6.*** Calculate the total DUEs that will be generated from future development for all land use categories by multiplying each land use type by its DUE factor and taking the sum of the DUEs.

***Step 7.*** Divide the total DUEs for each land use category by the total DUEs for all future land uses to determine each land use's percentage share of the total DUEs.

***Step 8.*** Multiply each land use's percentage share of the total DUEs by the applicable facilities cost to determine the cost attributable to each land use category.

***Step 9.*** Divide the cost attributable to each land use category by the number of units (i.e., homes or building square feet) of each land use type to determine the fee for each residential or non-residential land use category.

The standard based fee methodology was used to calculate the park and art in public places fee components of the IMFP.

## CREDITS AND REIMBURSEMENT POLICIES

The City may provide fee credits or reimbursements to developers who dedicate land or construct facilities. Fee credits or reimbursements may be provided up to the cost of the improvement, as shown in an applicable improvement plan, subject to periodic inflation adjustments, or the actual cost paid by the developer, whichever is lower. For construction cost overruns, only that amount shown in the applicable improvement plan, subject to periodic inflation adjustments, would be credited or reimbursed. The City will evaluate the appropriate fee credit or reimbursement based on the value of the dedication or improvement. Credits or reimbursements may be repaid based on the priority of the capital improvements, as determined by the City. The City will determine fee credits and reimbursements on a case by case basis and possibly through the use of a development agreement.

## LAND USES

Nearly all development impact fees in this study have been calculated per dwelling unit for residential land uses and per 1,000 square feet of building space for non-residential land use categories. The only exceptions are fees for water, wastewater, storm drainage, and electric utility. Impact fees for water and wastewater are calculated based on meter size, while electric utility fees are calculated based on the capacity of the electric panel. Finally, storm drainage fees are calculated per dwelling unit for residential land uses and per acre for non-residential land use types.

The following land use categories are identified for purposes of the IMFP and are consistent with the City's General Plan:

| | |
|---|---|
| Low Density Residential: | includes all single family detached residential development at densities of two to eight units per acre. The fee calculations assume future development occurring at an average density of 6.0 units per acre. |
| Medium Density Residential: | includes all residential development at densities of eight to 20 units per acre. A variety of housing types are permitted within this land use type, including detached or attached (i.e., townhomes) single family houses and two or three-story multi-family units. The fee calculations assume future development occurring at an average density of 15.0 units per acre. |
| High Density Residential: | includes development of townhomes and stacked multi-family housing at densities of 15 to 35 units per acre. The fee calculations assume future development occurring at an average density of 25.0 units per acre. |
| Commercial: | includes large and small-scale retail uses. The fee calculations assume a floor-area-ratio of 0.25 per acre of land. |
| Office/Medical: | Includes administrative, financial, professional, business, |

| | |
|---|---|
| | and medical office uses. The fee calculations assume a floor-area-ratio of 0.30 per acre of land. |
| Industrial: | Includes a mix of heavy manufacturing, warehousing, general service, storage, and distribution uses. The fee calculations assume a floor-area-ratio of 0.40 per acre of land. |

# 4. WATER

## BACKGROUND

Expansion of the City's water service is required to serve planned development areas. The existing Lodi Water Master Plan was adopted in 1990.

The City's water system currently consists of twenty-eight groundwater wells, about 237 miles of distribution pipelines, and two storage reservoirs totaling 1.1 million gallons (MG) of capacity. Groundwater currently serves as the sole source of supply for the City. Studies have suggested the safe groundwater yield for the area underlying the City is approximately 15,000 acre-feet (AF) per year. Annual well production for the four-year period from 2006 through 2009 ranged from 16,052 AF to 17,164 AF.

In 2003, the City entered into a forty-year agreement with the Woodbridge Irrigation District (WID) to purchase 6,000 AF of water per year from the Mokelumne River. In 2008, the agreement was amended to forty-four years and included banking of 42,000 acre feet of water purchased during project development. In 2011, the City began construction of an 8 million gallon per day (mgd) water treatment plant with an estimated total cost of about $40 million. In the fall of 2010, the City issued $38.7 million in water revenue bonds to help fund the construction of the new surface water treatment facilities necessary to treat and distribute water purchased from the WID.

The proposed water system fee is intended to reflect the cost of water treatment capacity, including financing costs, and as well as costs to integrate the surface water supply into the distribution system. Additional supply facilities include a new 1.5 MG water storage tank and an additional groundwater well to help manage peak demands throughout the distribution system. For water fee calculation purposes, all customers (existing and new) will receive a blended water supply of both groundwater and surface water. The water fee calculation reflects the costs associated with this blended water supply.

## FACILITIES AND COSTS

The City has historically used groundwater to meet its water needs. In 2003, the City entered into an agreement with the WID to purchase 6,000 AF per year of WID's pre-1914 Mokelumne River water entitlements. A new surface water treatment facility and ancillary facilities are needed to make use of the WID water supply.

The surface water treatment facility was designed to pump up to 11.5 mgd of water from the Mokelumne River, treat this water and deliver it to the City's existing water distribution system. Untreated surface water is first passed through a sedimentation basin to remove larger materials. The principal treatment process is a system of membranes that remove finer particles and provide a positive barrier to water-borne bacteria and organisms such as Giardia and Cryptosporidium. This process provides 8.0 mgd of firm capacity (and 10 mgd peak capacity) of treated water that will meet or exceed state and federal drinking water standards.

The estimated total cost to plan, design, and construct the surface water treatment facility is shown in Table 4-1.

**Table 4-1: Surface Water Treatment and Storage Costs**

| | Cost, in millions |
|---|---|
| Surface Water Treatment Facility Planning & Design Costs | $3.87 |
| Surface Water Treatment Facility Construction Cost (Including Financing) | $67.78 |
| Total | $71.65 |

The City has been paying $1.2 million annually ($200 per AF) for the WID water supply. Under terms of the agreement with WID, unused water can be banked for future use. It is estimated that by the time the water treatment facility becomes operational the City will be able to utilize 7,200 AF annually under the agreement (including banked water spread over the remaining term of the agreement). For purposes of water fee calculations, this 7,200 AF annual supply limit represents the assumed capacity of treatment facilities.

City staff has estimated that the existing groundwater supply provides a safe yield of about 2.3 AF per acre per year. With an estimated residential density of 6 dwelling units per acre, the groundwater supply provides 0.38 AF per DUE. With a water supply requirement of 0.62 AF per DUE, new water treatment facilities will be needed to provide 0.24 AF per DUE.

## DWELLING UNIT EQUIVALENTS

Water demand is expressed in dwelling unit equivalents, which is the estimated average annual water demand for a single family home. For purposes of calculating the water fee, a DUE is equal to a water production requirement of 0.62 AF per year, as described in the preceding paragraph.

Most single family residential dwellings are (or will be) equipped with a ¾-inch water meter as the residential standard. The water fee for 1 DUE will establish the fee for each ¾-inch water meter. For other meter sizes the amount of the water fee will be proportioned relative to the ¾-inch meter, and based on the hydraulic capacity of each meter size. Table 4-2 summarizes the hydraulic flow capacities and the corresponding hydraulic capacity factors for a variety of meter sizes.

**Table 4-2: Hydraulic Capacity Factors for Various Meter Sizes**

| Meter Size | Rated Maximum Flow Capacity (gpm)[1] | Hydraulic Capacity Factor[2] |
|---|---|---|
| 5/8" meter | 20 | 0.67 |
| 3/4" meter | 30 | 1.00 |
| 1" meter | 50 | 1.67 |
| 1 1/2" meter | 100 | 3.33 |
| 2" meter | 160 | 5.33 |
| 3" meter | 300 | 10.00 |
| 4" meter | 500 | 16.67 |
| 6" meter | 1,000 | 33.33 |
| 8" meter | 1,600 | 53.33 |
| 10" meter | 2,300 | 76.67 |

[1] From AWWA Manual M6 - Water Meters, 3rd Edition, American Water Works Association, 1986.

[2] Ratio of rated flow capacity relative to 3/4-inch meter.

Based on the City's growth projections through 2035 and applying floor-area-ratios, development density estimates, and water demand factors provided by the City, the anticipated future non-residential development is estimated to be equivalent to 885 DUEs, as determined in Table 4-3.

**Table 4-3: Water Dwelling Unit Equivalents of Future Non-Residential Development** [1]

| Land Use | Future Develop. (1,000 SF) | Floor Area Ratio (FAR) | Development Density (1,000 SF/acre) | Demand Factor (gal/ac/day) | Demand Factor (gal/1,000 SF) | Water Demand (gpd) | |
|---|---|---|---|---|---|---|---|
| Retail | 1,079 | 0.25 | 10.89 | 2,500 | 230 | 247,704 | |
| Office | 598 | 0.30 | 13.07 | 2,500 | 191 | 114,402 | |
| Business Park | - | 0.40 | 17.42 | 2,500 | 143 | - | |
| Industrial | 2,221 | 0.40 | 17.42 | 1,000 | 57 | 127,468 | |
| Multi Use | - | 0.25 | 10.89 | 2,500 | 230 | - | |
| | 3,898 | Total New Non-Residential Water Demand --> | | | | 489,574 | gpd |
| | | | | | | 548 | AF/year |
| | | | | | | 885 | DUEs[2] |

[1] Data provided by the Lodi Department of Public Works.

[2] One DUE is equivalent to 0.62 AF per year of water demand.

Based on the City's growth projections through 2035, the anticipated residential development is estimated to be equivalent to 4,720 DUEs as shown in Table 4-4.

**Table 4-4: Water Dwelling Unit Equivalents of Future Residential Development**

| | future units (DUEs) | Demand/ year (AF)/unit | Demand/ year (AF) | Demand (gpd) |
|---|---|---|---|---|
| LDR & MDI | 4,720 | 0.62 | 2,926 | 2,612,525 |

Combining both residential and non-residential development, the total future development in the City through 2035 is estimated to be 5,605 DUEs.

## FEE METHODOLOGY

### SURFACE WATER TREATMENT COMPONENT

The total cost of the new surface water treatment facility, including repayment of the 2010 water revenue bonds to finance construction, is about $71.67 million. The capacity of the treatment facility, as previously described, is 7,200 AF per year. Each DUE requires 0.62 AF of water per year, of which 0.38 AF is to be supplied from groundwater and 0.24 AF from the new WID water treatment facilities. At 0.24 AF per DUE, the water treatment facility can provide needed water for 30,000 DUEs. Therefore, the proportionate share of water treatment facility cost to each DUE is $2,389, as presented in Table 4-5.

## Table 4-5: Surface Water Treatment Component Calculation

| ***Water Treatment Facility Costs*** | | **Total** | |
|---|---|---|---|
| *Planning and Design Costs (prior to financing)* [1] | | | |
| Laboratory Testing | $ | 33,800 | |
| Conceptual Design and Feasibility Review | $ | 377,000 | |
| Preliminary Design and Environmental Review | $ | 858,000 | |
| Final Design, Plans and Specifications | $ | 1,737,000 | |
| Design Review | $ | 50,000 | |
| Financial Planning and Legal | $ | 107,000 | |
| City Staff | $ | 110,000 | |
| Raw Water Intake Pipe Construction | $ | 572,000 | |
| Miscellaneous | $ | 25,000 | |
| **Total Paid from Reserves** | **$** | **3,869,800** | |
| *Estimated Construction Costs (financed)* [1] | | | |
| Construction Contract (bid amount) | $ | 22,837,000 | |
| Wastewater Connection Fee | $ | 1,472,912 | |
| Site Acquisition (land cost) | $ | 1,200,000 | |
| Testing and Inspection | $ | 488,000 | |
| Other Construction Costs | $ | 1,338,973 | |
| Pall Membrane Purchase | $ | 3,926,081 | |
| Other Equipment | $ | 427,026 | |
| Engr. Service - Contract Admin. | $ | 890,000 | |
| Project Contingency | $ | 3,920,008 | |
| Total Construction Costs | $ | 36,500,000 | |
| *Debt Financing* | | | |
| 2010A & 2010B Water Revenue Bonds (par) [2] | $ | 38,665,000 | |
| **Total of Annual Debt Service Payments** [3] | **$** | **67,795,425** | |
| **Total Water Treatment Costs for IMF Calculation** | **$** | **71,665,225** | |
| ***Water Treatment Facility Capacity*** | | | |
| Firm Capacity[1] | | 8.0 | |
| Peak Capacity [1] | | 10.0 | |
| Annual Supply Limit (AF)[4] | | 7,200 | |
| Unit Cost of Treatment Capacity | $ | 9,954 | /AF |
| Estimated Annual Water Supply Requirement per DUE[5] | | 0.62 | AF |
| Supply Provided by Groundwater per DUE[6] | | 0.38 | AF |
| Supply to be Provided by Surface Water per DUE | | 0.24 | AF |
| DUEs of Surface Water Capacity | | 30,000 | |
| **Surface Water Treatment Component (3/4" mtr.)**[7] | **$** | **2,389** | |

[1] From Limited Engineer's Feasibility Report: City of Lodi's Water System and Planned Surface Water Treatment Facilities, prepared by HDR Engineering, Inc., October 7, 2010.

[2] From Lodi Public Financing Authority - 2010 Water Revenue Bonds, Series A and Series B, Official Statement, October 19, 2010.

[3] Total of all annual principal and interest payments, net of federal subsidy, on the 2010 Series A and Series B bonds.

[4] From Agreement for Purchase of Water from the Woodbridge Irrigation District by the City of Lodi, May 13, 2003, plus future use of banked supplies.

[5] Calculated based on the information below:

| | | |
|---|---|---|
| Average daily water use | 500.4427397 | gpd |
| Average monthly water use | 20.35 | CCF |
| Average annual water use | 0.560606061 | AF |
| Unaccounted for water loss rate | 0.1 | |
| Water treatment capacity rqmt. per DUE | 0.622895623 | AF |

[6] The safe yield of groundwater is estimated at 2.3 AF/ac. Assuming residential density of 6 DU/ac, groundwater can provide about 0.38 AF per DU.

[7] Calculated as total water treatment facility expansion costs for new development divided by new DUEs of capacity.

## NEW WATER SUPPLY FACILITIES COMPONENT

New water supply facilities needed to ensure adequate water system pressure and fire flows during peak water use periods include a 1.5 MG water storage tank and one additional groundwater well. These planned new facilities are to be paid for entirely by projected future development. As indicated previously, the projected future new development has been estimated to be 5,605 DUEs. As shown in Table 4-6 dividing the estimated $4 million cost of planned new facilities by 5,605 DUEs of new development results in a new water supply facilities component of $714 per DUE.

**Table 4-6: New Water Supply Facilities Component Calculation**

| New Water System Facilities | Est. Cost |
|---|---|
| 1.5 MG Storage Reservoir | $ 3,000,000 |
| Groundwater Well | $ 1,000,000 |
| Total Facilities Cost | $ 4,000,000 |
| New Development (DUEs) [1] | 5,605 |
| **New Water Supply Facilities Component (3/4" meter)** | **$ 714** |

[1] Includes 4,720 residential units, plus 885 DUEs of non-residential development. See Table 4-3.

## TOTAL WATER IMPACT MITIGATION FEE

Combining the surface water treatment component of $2,389 with the new water system facilities component of $714 results in a total water fee of $3,103 per DUE, as summarized in Table 4-7.

**Table 4-7: Proposed Water System Impact Mitigation Fee Summary**

| | Water System IMF |
|---|---|
| Surface Water Treatment Component | $ 2,389 |
| New Water Facilities Component | $ 714 |
| **Total Water IMF for Std. 3/4" Meter** | **$ 3,103** |

## FEE SCHEDULE

Table 4-8 presents a complete schedule of proposed water fees based on the size of the water meter. The water fees would apply to all new connections to the City's water system.

**Table 4-8: Proposed Water System Impact Mitigation Fee Schedule**

| Meter Size | Hydraulic Capacity Factor | Water System Fee [1] |
|---|---|---|
| 5/8" meter | 0.67 | $ 2,079 |
| 3/4" meter | 1.00 | $ 3,103 |
| 1" meter | 1.67 | $ 5,181 |
| 1 1/2" meter | 3.33 | $ 10,332 |
| 2" meter | 5.33 | $ 16,537 |
| 3" meter | 10.00 | $ 31,026 |
| 4" meter | 16.67 | $ 51,721 |
| 6" meter | 33.33 | $ 103,411 |
| 8" meter | 53.33 | $ 165,464 |
| 10" meter | 76.67 | $ 237,880 |

[1] Standard single family meter size is 3/4" (one DUE). Other fee amounts proportioned based on hydraulic capacity of each meter size.

## NEXUS REQUIREMENTS

The water fee component meets the Mitigation Fee Act nexus requirements as described in Table 4-9.

**Table 4-9: Water Fee Nexus Requirements**

| | |
|---|---|
| Identify Purpose of Fee | To fund water costs, including construction of a new storage tank, construction of a new well and a proportionate share of treatment capacity. |
| Identify Use of Fee | To fund the water facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed. | New residential and non-residential development will generate additional residents and employees in the City of Lodi who will increase the demand for water. The water fees collected from new development will equal the cost of the portion of the facilities attributable to new development. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the estimated water use of the individual land uses. |

## WASTEWATER TREATMENT PLANT

### BACKGROUND

The City's wastewater system currently consists of about 191 miles of collection system pipelines ranging in sizes from 4 to 42 inches in diameter, with 6 inches being the predominant size. There are six trunk sewers serving the City that generally flow from the north to the south. The Century Boulevard Trunk Line flows from east to west, and into a 42-inch trunk sewer to the White Slough Water Pollution Control Facility (WSWPCF).

There are five lift stations located in the northern area of the City, and three in the southern area of the City.

The wastewater treatment facility was originally constructed with a capacity of 5.8 mgd. In the late 1980s and early 1990s the City expanded the treatment capacity to 6.3 mgd and also improved the level of treatment. Between 2003 and 2009 the City again expanded the treatment capacity to the current 8.5 mgd along with further improvements in the level of treatment.

The proposed wastewater treatment impact mitigation fee is intended to reflect the cost of wastewater treatment capacity, including financing costs, resulting from the expansions from 5.8 mgd to 6.3 mgd and then to 8.5 mgd. This allows the analysis to incorporate a broader range of treatment improvements and to average the costs from each phase of expansion. In addition, debt issued in 1991 to help finance the earlier expansion were refunded and rolled into new debt issued in 2007, resulting in a commingling of debt costs across multiple debt issues and phases of plant expansion.

### FACILITIES AND COSTS

In the late 1980s and early 1990s, the City undertook projects to improve the level of treatment and to expand capacity in the White Slough water pollution control facility from 5.8 mgd to 6.3 mgd. Additional projects to further improve and expand treatment capacity occurred from 2003 to the present. These more recent wastewater improvements increased capacity from 6.3 mgd to 8.5 mgd.

The wastewater treatment facility is intended to meet 100 percent of wastewater treatment needs of new development within the City. The wastewater treatment facility has a dry weather flow capacity of 8.5 mgd and current utilization of about 6.2 mgd, resulting in available capacity of 2.3 mgd. About 85 percent (2.3 of 2.7 mgd) of the expanded treatment capacity is available for new development.

For purposes of calculating the wastewater fee, the average daily wastewater flow for single family residential accounts is estimated at 200 gallons per day (gpd). On this basis, the increase in wastewater treatment capacity of 2.7 mgd is able to accommodate an additional 13,500 single family dwellings (or DUEs). At present, about 0.4 mgd of the added capacity (from 5.8 mgd to 6.2 mgd) is being used to meet existing demands (i.e., has been subscribed). This leaves 2.3 mgd of capacity available for future development. At 200 gpd per DUE, this remaining

capacity is capable of serving about 11,500 DUEs. Wastewater conveyance facilities will be discussed later in this section.

Capital costs for wastewater treatment improvements to bring capacity from 5.8 mgd to 8.5 mgd total about $57.3 million. Engineering estimates indicate that about 46.7 percent of the cost of wastewater treatment improvements are for the benefit of new development (i.e., new capacity above 5.8 mgd). Projects were financed with debt proceeds from certificates of participation (COPs) issued in 1991, 2003, 2004, and 2007. A portion of the 2007 debt issue was used to refund the 1991 COPs. Total debt service payments (principal and interest) related to these debt issues total about $128.0 million, with final payments scheduled for FY 37/38.

The proposed wastewater fee is intended to cover the future development's share of debt service payments. Analysis of debt financing indicates that 45.3 percent of remaining debt service obligations is associated with improvements that benefit new development. Wastewater conveyance costs will be discussed later in this section.

## DWELLING UNIT EQUIVALENTS

Wastewater demand is expressed in dwelling unit equivalents, which is the estimated average daily wastewater flow for a single family home. For purposes of calculating the wastewater fee, a DUE is equal to 200 gpd, with residential loading factors of 243 milligrams per liter (mg/l) of biochemical oxygen demand (BOD) and 285 mg/l of suspended solids (SS).

Most single family residential dwellings are (or will be) equipped with a ¾-inch water meter, as the residential standard. The wastewater fee for 1 DUE will establish the fee for each ¾-inch water meter. For other meter sizes the amount of the wastewater fee will be proportioned, relative to the ¾-inch meter, based on the hydraulic capacity of each meter size. Table 4-1, in the water treatment fee section of the report, summarized the hydraulic flow capacities and the corresponding hydraulic capacity factors for a variety of meter sizes.

Wastewater fees would only apply to new water service connections that include corresponding wastewater service. Dedicated irrigation accounts, or other water connections not resulting in wastewater flows, will not be subject to the wastewaterfee.

## FEE METHODOLOGY

The purpose of the wastewater fee is to ensure that new development pays a proportionate share of the cost of constructing wastewater treatment and ancillary facilities needed to accommodate new wastewater demands within the City. The revenue generated from the wastewater fee will be used to assist the City in making debt service payments related to the 2003, 2004, and 2007 COPs. Debt proceeds are being used to finance the construction of wastewater treatment facilities.

The wastewater fee has been calculated using what is commonly referred to as an incremental cost methodology. With this methodology, the amount of the fee is based on the cost of capacity in new facilities, in this case new wastewater treatment facilities needed to provide treatment capacity for new development anticipated within the City.

Analysis of the various improvements made during each phase of improvements indicate that

about 46.7 percent of wastewater treatment improvements were related to expanding treatment capacity, rather than upgrading the level of treatment of existing capacity. Analysis of the debt service schedules for each debt issue indicates that 45.3 percent of the debt service payments are related to the expansion portion of improvements. Therefore, wastewater fee revenue can be used to fund 45.3 percent of remaining annual debt service costs.

Total debt service costs for the improvements to bring capacity from 5.8 mgd to 8.5 mgd total about $128.0 million. This cost was reduced by $5.8 million to reflect payment for capacity paid by the area known as Flag City. About $57.0 million (46.7 percent) of this adjusted total is related to expanding capacity, rather than upgrading existing capacity. Of the 2.7 mgd in increased capacity, 0.4 mgd has already been used (subscribed to) by development in recent years. This leaves about 2.3 mgd of capacity available for future development. At 200 gpd per DUE, about 2,000 DUEs of expansion capacity has already been subscribed to, while about 11,500 DUEs remain available for new development. This represents about 85 percent of the expansion capacity.

The standard fee for 1 DUE is based on the cost of new treatment facility capacity associated with each unit of new development. To date, $57.0 million has been spent on the new treatment facilities which provides 13,500 DUEs of capacity. About $48.6 million (about 85 percent) of the expansion portion of debt service is assigned to the potential future development of 11,500 DUEs. This results in the portion of the cost of treatment facilities allocated to future development to be about $4,225 per DUE.

Details of the calculation of the wastewater fee are presented in Table 5-1.

## Table 5-1: Wastewater Treatment Impact Mitigation Fee Calculation

| | Par Amount | Net Proceeds for WWTP Improvements | |
|---|---|---|---|
| ***Wastewater Debt Financing*** | | | |
| 1991 WW COPs | $ 11,170,000 | $ 10,140,000 | [1] |
| 2003 WW COPs | $ 5,000,000 | $ 4,935,000 | |
| 2004 WW COPs | $ 27,360,000 | $ 25,000,000 | |
| 2007 WW COPs | $ 30,320,000 | $ 30,000,000 | |
| Portion for 1991 Refunding | $ (9,089,000) | $ (8,990,000) | |
| Total | $ 64,761,000 | $ 61,085,000 | |

| | WWTP Improvement Costs | Upgrade | Expansion | Upgrade | Expansion | |
|---|---|---|---|---|---|---|
| ***Wastewater Treatment Improvements*** | | | | | | |
| Expansion from 5.8 to 6.3 mgd | $ 11,240,000 | $ 3,082,451 | $ 8,157,549 | 27.4% | 72.6% | [2] |
| Expansion from 6.3 to 8.5 mgd | | | | | | |
| Phase 1 | $ 1,976,000 | $ 1,464,741 | $ 511,259 | 74.1% | 25.9% | [3] |
| Phase 2 | $ 11,528,000 | $ 8,822,000 | $ 2,706,000 | 76.5% | 23.5% | |
| Phase 3 | $ 27,341,000 | $ 13,341,000 | $ 14,003,000 | 48.8% | 51.2% | |
| Thickening | $ 1,263,000 | $ 933,997 | $ 329,003 | 74.0% | 26.0% | |
| Dewatering & Storage | $ 3,930,000 | $ 2,906,263 | $ 1,023,737 | 74.0% | 26.0% | |
| Total[4] | $ 57,278,000 | $ 30,550,453 | $ 26,730,547 | 53.3% | **46.7%** | [5] |
| | | | Expansion portion of outstanding debt --> | | 45.3% | [6] |

| ***Wastewater Treatment IMF Calculation*** | Total | Original | Expansion | Subscribed | Available | |
|---|---|---|---|---|---|---|
| WWTP Capacity (mgd) | 8.50 | 5.80 | 2.70 | 0.40 | 2.30 | |
| Capacity per DUE (gpd) | 200 | 200 | 200 | | | |
| DUEs of Expanded Capacity | 42,500 | 29,000 | 13,500 | 2,000 | 11,500 | |
| Growth Share of WWTP DS[7] | **$ 122,227,080** | **$ 65,186,039** | **$57,041,041** | **$8,450,525** | **$48,590,517** | |
| | | 53.3% | 46.7% | 14.8% | 85.2% | |
| **Wastewater Treatment IMF** | | | | | **$ 4,225** | **per DUE** |

[1] Net proceeds from 1991 COPs have been estimated.

[2] Allocation between upgrade and expansion from WSALLOC.xls worksheet titled Rev.10-97 2.

[3] Weighted average allocation to new development for expansion to 8.5 mgd is 40.3 percent.

[4] A portion of net debt proceeds remain unexplained, assumed to be planning/design or other related costs.

[5] This portion of debt service costs is appropriately attributed to expansion of treatment capacity.

[6] About 15.4% of outstanding debt is related to financing of 1991 improvements (.154 x .726 + .846 x .403 = .453). Wastewater IMF revenue can be used to pay for up to 45.3 percent of remaining debt service.

[7] Growth share of Wastewater Treatment Plant Debt Service equal to 46.7 percent of total.

## FEE SCHEDULE

Table 5-3 presents a complete schedule of proposed wastewater fees based on the size of the water meter. The wastewater fees would apply to all new connections to the City's wastewater system.

In instances where new wastewater customers may generate high strength wastewater and/or high flows, at the discretion of the Public Works Director, the appropriate wastewater fee may be calculated using specific estimates of annual flow, as well as BOD and SS loading. The factors to be applied for calculating high strength or high volume commercial and industrial wastewater fees are also included at the bottom of Table 5-2. These special cost factors are based on the overall treatment capacity of 8.5 mgd with a BOD concentration of 330 mg/l and a SS concentration of 340 mg/l.

**Table 5-2: Proposed Wastewater Treatment Plant Impact Mitigation Fee Schedule**

| Meter Size | Hydraulic Capacity Factor | Wastewater Treatment |
|---|---|---|
| 5/8" meter | 0.67 | $ 2,831 |
| 3/4" meter | 1.00 | $ 4,225 |
| 1" meter | 1.67 | $ 7,056 |
| 1 1/2" meter | 3.33 | $ 14,070 |
| 2" meter | 5.33 | $ 22,521 |
| 3" meter | 10.00 | $ 42,253 |
| 4" meter | 16.67 | $ 70,435 |
| 6" meter | 33.33 | $140,828 |
| 8" meter | 53.33 | $225,333 |
| 10" meter | 76.67 | $323,951 |

*High Strength/High Volume Commercial and Industrial Development* [1]

| | | |
|---|---|---|
| Charge for Flow | $ 13.10 | per gpd |
| Charge for BOD Loading | $ 2,002 | per ppd |
| Charge for SS Loading | $ 1,670 | per ppd |

[1] Applies to high strength and/or high volume commercial and industrial customers, as determined by the Director of Public Works. Formula for calculation is as follows:

WW IMF = A x ($13.10 + 0.00000834 x (B x $2,002 + C x $1,670)), where

A = Estimated average daily flow rate in gpd

B = Estimated average BOD concentration in mg/l

C = Estimated average SS concentration in mg/l

## NEXUS REQUIREMENTS

The Wastewater Treatment Plant fee component meets the Mitigation Fee Act nexus requirements, as described in Table 5-3.

**Table 5-3: Wastewater Treatment Plant Nexus Requirement**

| | |
|---|---|
| Identify Purpose of Fee | To fund wastewater costs that include a proportionate share of the wastewater treatment plant. |
| Identify Use of Fee | To fund the wastewater facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed. | New residential and non-residential development will generate additional residents and employees in the City of Lodi who will increase the demand for wastewater. The wastewater fees collected from new development will equal the cost of the portion of the facilities attributable to new development. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the estimated wastewater use of the individual land uses. |

## SOUTH WASTEWATER TRUNK LINE

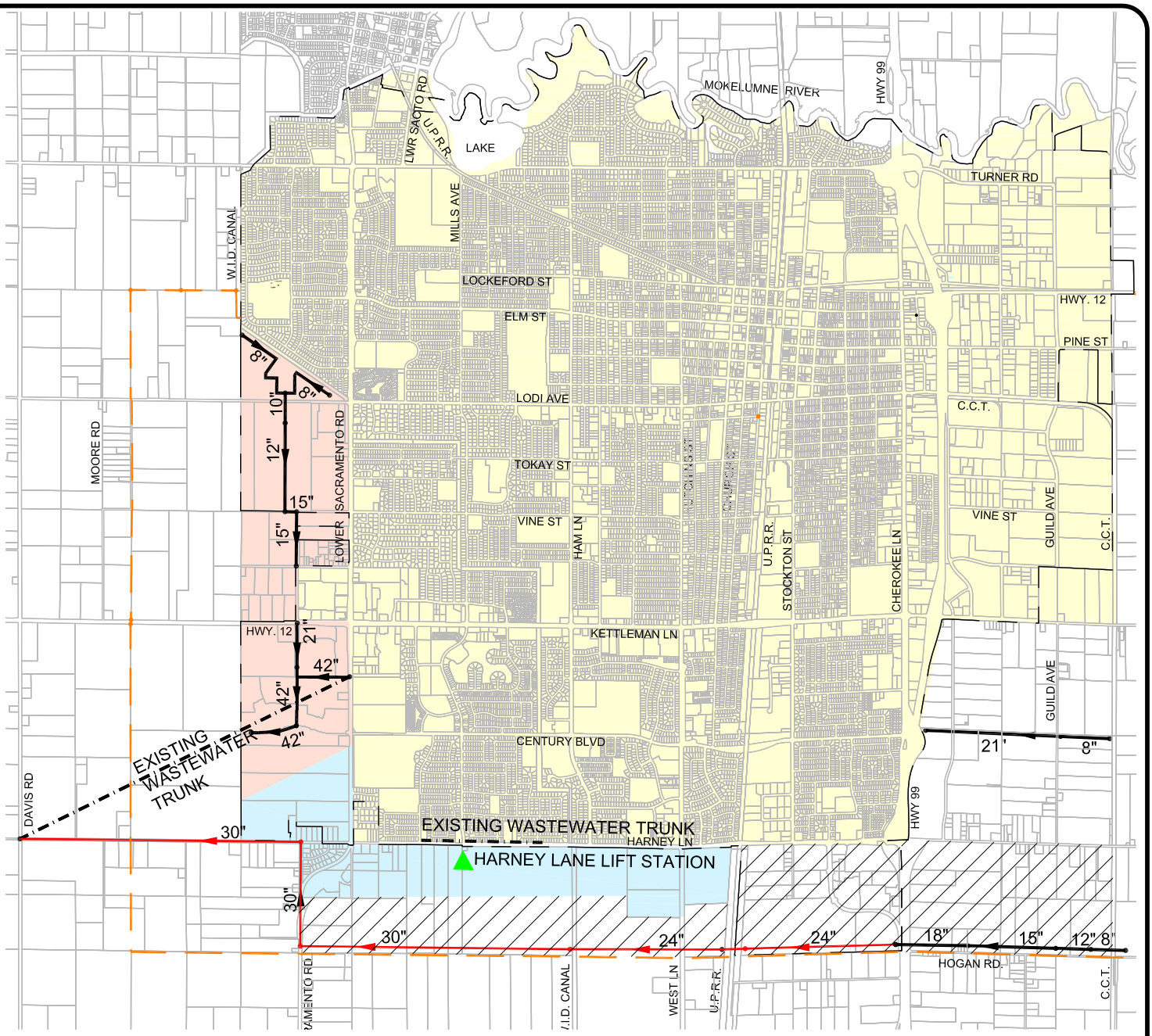
### BACKGROUND

In order to develop on the south side of the City, a new trunk line is needed to collect wastewater and transport the flows to the City's existing 42" trunk Line at Davis Road. Reynold's Ranch has already constructed the 24" line along the southern boundary of their property and will receive reimbursement for the amount in excess of their fair share.

The new South Wastewater Trunk Line only serves the properties in this area; therefore, it has been determined that a special fee will be established for this area. Because the construction of this line requires extensive capital up-front, the City will have to explore alternative financing mechanisms with the development community as development becomes a reality in this area. Figure 5-2 shoes the area that contributes flows to these new lines.

### FACILITIES AND COSTS

A wastewater model was developed by City staff for the Study Area to model wastewater generation and determine pipe sizing. It was determined that 7900 linear feet of 24" pipe and 15,700 linear feet of 30" pipe will be needed for the project from Highway 99 to connect to the City's existing 42" trunk line at Davis Road. These facilities are shown in Figure 5-1.




# Figure 5-1
# WASTEWATER FACILITIES THROUGH 2035

## LEGEND

- CONSTRUCT IN FEE PROGRAM
- DEVELOPER TO CONSTRUCT
- EXISTING WASTEWATER TRUNK LINE
- FUTURE ANALYSIS
- SOUTH WASTEWATER TRUNK LINE STUDY AREA
- EXISTING COLLECTION FACILITIES SERVE INFILL DEVELOPMENT
- NEW FACILITIES REQUIRED TO SERVE NEW DEVELOPMENT
- NEW FACLITIES REQUIRED TO SERVE NEW DEVELOPMENT. FUNDED BY NON-CITY SOURCES BY AGREEMENT
- 2012 CITY LIMITS
- GENERAL PLAN LIMITS

0 1/8 1/4 3/8 1/2 MILE
0 1200 2400 3600 FEET

N

City of Lodi
PUBLIC WORKS DEPARTMENT

Harris & Associates

H:\Lodi\ wwmpexhibitr1 03/27/12 jmains

A summary of the facilities and corresponding costs included in the IMFP is presented in Table 5-4.

**Table 5-4: South Wastewater Trunk Line Costs**

| **South Wastewater Trunk Line** | |
|---|---|
| 12" | -- |
| 15" | -- |
| 18" | -- |
| 24" | $1,225,700 |
| 24" (exist) | $630,700 |
| 30" | $4,396,000 |
| **Total Cost Allocated to Future Development** | **$6,252,400** |

The South Wastewater Trunk Line area is shown on Figure 5-2. The fee for these improvements will only apply to this area.

## DWELLING UNIT EQUIVALENTS

For purposes of the South Trunk Line component of the wastewater fees, demand is expressed in dwelling unit equivalents, which is the estimated average daily wastewater flow as compared to a single family home. For purposes of calculating the wastewater fee a DUE is defined to equal 200 gpd. A summary of the DUE factors for each land use type is presented in Table 5-5.

**Table 5-5: Dwelling Unit Equivalents**

| **Land Use** | **DUE Factor** |
|---|---|
| *Residential* | per Unit |
| Low Density Residential | 1.00 |
| Medium Density Residential | 0.84 |
| High Density Residential | 0.70 |
| *Non-Residential* | per 1,000 SF |
| Retail (Minor & Major) | 0.93 |
| Office/Medical | 0.77 |
| Industrial | 0.41 |

## FEE ZONES

The Core City area, shown in yellow on Figure 5-2, would pay the Wastewater Treatment Plant (WWTP) fee. The areas in pink on the map would pay the WWTP fee and be required to build all collection facilities. The hatched area south of Harney Lane would have to pay their WWTP fee and would be subject to a special fee, the South Wastewater Trunk Line fee, which was discussed previously in this chapter. The fee zones are shown in Figure 5-2.

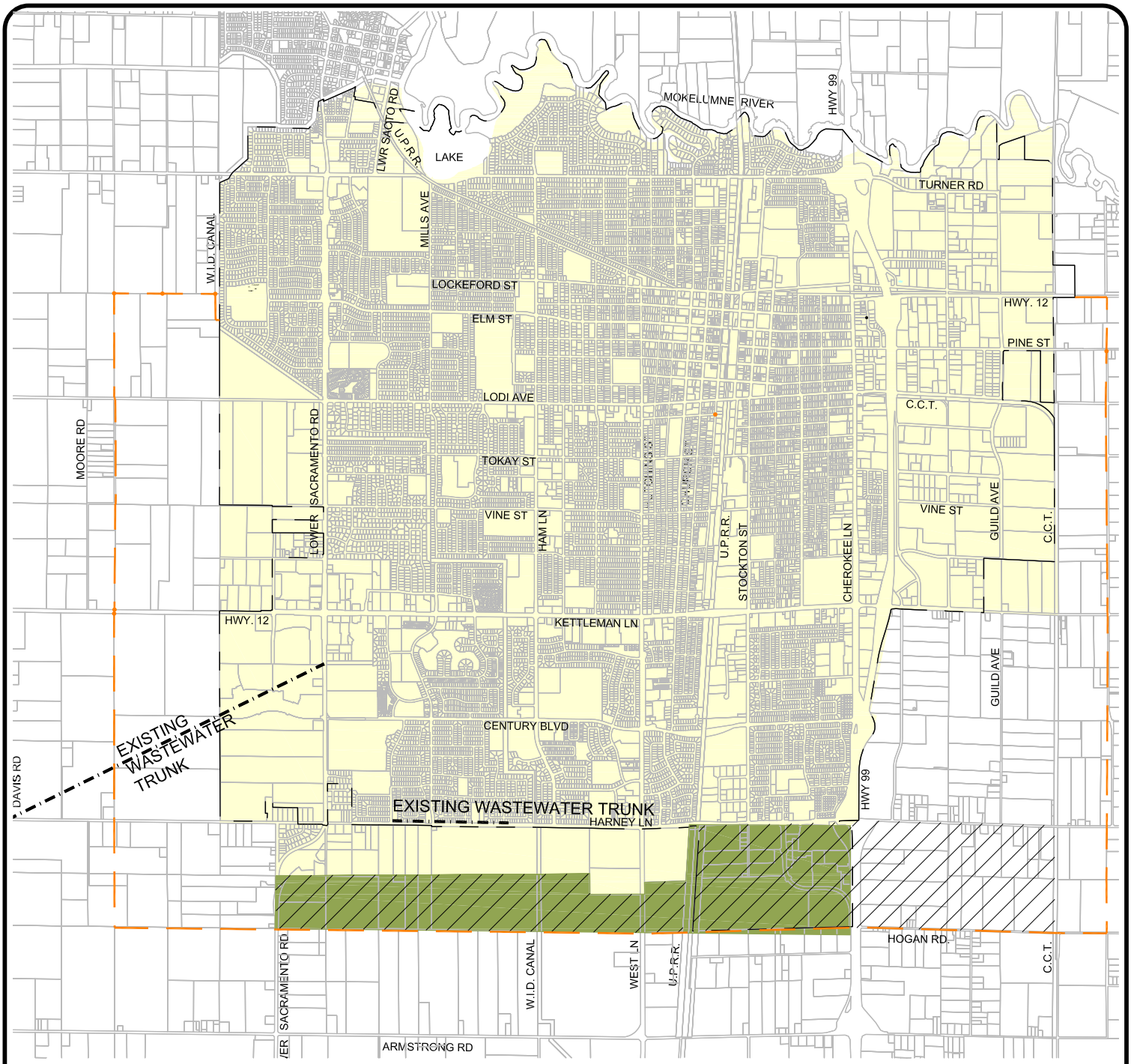



Figure 5-2

# WASTEWATER FEE ZONES

LEGEND

- 2012 CITY LIMITS
- GENERAL PLAN LIMITS
- WWTP FEE ONLY
- WWTP FEE AND SOUTH WASTEWATER TRUNK LINE FEE
- SOUTH WASTEWATER TRUNK LINE STUDY AREA
- FUTURE ANALYSIS

0 1/8 1/4 3/8 1/2 MILE
0 1200 2400 3600 FEET

N

City of Lodi
PUBLIC WORKS DEPARTMENT

Harris & Associates

H:\Lodi\ wwmpexhibit1 03/27/12 imgins

## FEE METHODOLOGY

Future development in the South Wastewater Trunk Line Area of the City will create demand for additional wastewater facilities. By allocating facilities costs to each land use category based on its potential wastewater generation, this IMFP ensures that each land use category will fund its fair-share of the required facilities. Consequently, the total South Wastewater Trunk Line cost of $6.3 million is allocated to future development based on the wastewater generation rates for each land use. For purposes of this fee calculation the cost of the pipes is spread amongst the entire development area that contributes flows to these facilities rather than 2035 land uses. This is due to the fact that these improvements will serve the buildout of this area.

## FEE SCHEDULE

A summary of the South Wastewater Trunk Line component of the IMFP is presented in Table 5-6.

**Table 5-6: South Wastewater Trunk Line Fee Schedule**

| ***Residential*** | *per Unit* |
|---|---|
| Low Density | $1,181 |
| Medium Density | $994 |
| High Density | $829 |
| | |
| ***Non-Residential*** | *per 1,000 SF* |
| Retail (Minor & Major) | $1,096 |

## NEXUS REQUIREMENTS

The South Wastewater Trunk Line fee component meets the Mitigation Fee Act nexus requirements, as described in Table 5-7 below.

**Table 5-7: South Wastewater Trunk Line Nexus Requirements**

| | |
|---|---|
| Identify Purpose of Fee | To fund costs associated with the South Sewer Trunk Line that is required to serve future development in the South Area. |
| Identify Use of Fee | To fund the wastewater facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed. | New residential and non-residential development will generate additional residents and employees in the South Area who will generate new demand for wastewater. The wastewater fees collected from new development in the South Area will equal the cost of the portion of the facilities attributable to new development in that area. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the estimated wastewater use of the individual land uses. Only those properties that utilize the sewer line will pay the fee. |

# 6. STORM DRAINAGE

## BACKGROUND

The City of Lodi is divided into several of Storm Drainage Basin areas, referred to as Basins A through K. Each of the basin areas has a series of storm drainage pipes and detention basins that serve the area's drainage needs. In order for new development to occur, new improvements must be made to the City's existing system.

In 1963, the City adopted the Lodi Master Plan for the Development of Storm Water Collection and Disposal Facilities for drainage areas A through H. Facilities required to serve areas A through E, G and H have been constructed. In 1990, the planning area was expanded to include Drainage Area I that extends from Kettleman Lane to Harney Lane and from Lower Sacramento Road to the extension of the WID canal. As part of the IMFP update, the City prepared a 2012 Storm Drainage Master Plan that addresses planning areas F, I, K, and L. The terminal drainage for K and L is the WID canal; the terminal drainage for J is the existing master storm drain trunk line located in Century Boulevard.

## FACILITIES AND COSTS

The City completed a storm drainage master plan as part of the IMFP update. Following is a description of the various areas within the City and the improvements that are required:

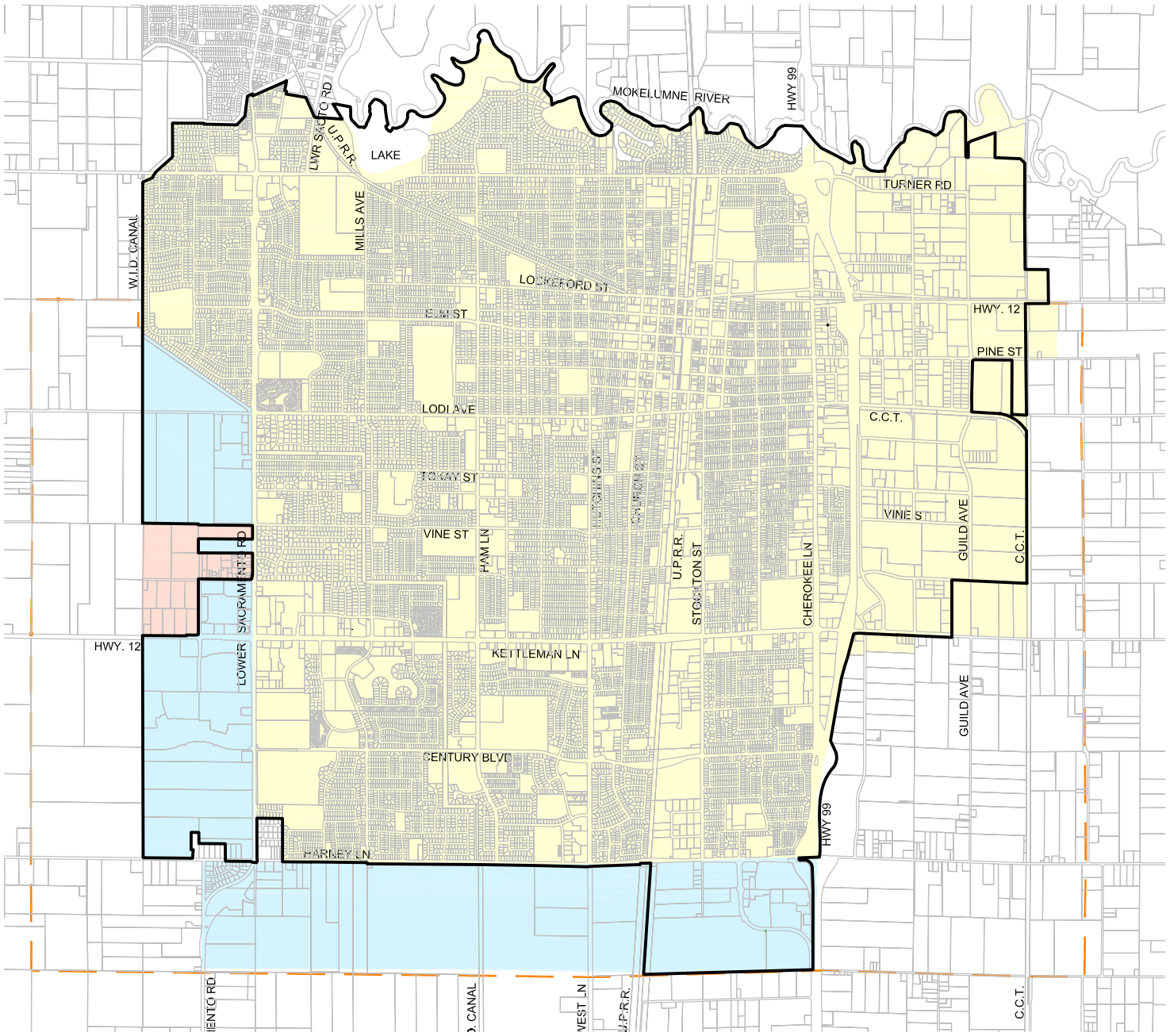
- Zone 1, as shown on Figure 6-1, consists of the City Core area as well as the area that lies east of Highway 99. Basin and pump station improvements are required to be completed at the C-basin.

- Zone 2, as shown on Figure 6-1, is east of Lower Sacramento Road, beyond City limits. New pipes and basins are required to serve future development as shown in the storm drainage master plan. The cost of these facilities is included in Table 6-1.

- Basins F, I, L and K, on the west and south sides of the City, do not have a fee. It has been determined that the developers in this area will fund the construction of their own storm drainage facilities; therefore no fee is being established.

- The remaining areas in the City are expected to develop beyond the 2035 planning horizon used in this IMFP. As a result, these area were not included in the master plan at this time and will be analyzed in future IMFP and master plan updates.

Table 6-1 summarizes the costs of the facilities that form the basis of the fee for Zone 1.




# Figure 6-1
# STORM DRAINAGE FEE ZONES

## LEGEND

- 2012 CITY LIMITS
- GENERAL PLAN LIMITS
- ZONE 1
- DEVELOPER CONSTRUCTED
- FUTURE ANALYSIS
- ZONE 2

N

0 1/8 1/4 3/8 1/2 MILE
0 1200 2400 3600 FEET

City of Lodi
PUBLIC WORKS DEPARTMENT

Harris & Associates

H:\Lodi\ SDFundingExhibit 07/18/12 09:12 jmains

**Table 6-1: Storm Drainage Cost Summary**

| | |
|---|---|
| **Zone 1:** | |
| *Zone 1 Basin Improvements* | |
| C-Basin Pump Station | $2,055,900 |
| C-Basin | $912,593 |
| **Total Zone 1 Cost** | **$2,968,493** |

## DWELLING UNIT EQUIVALENTS

Storm Drainage costs are allocated based on run-off coefficients. A dwelling equivalent unit is based on the amount of run-off that an acre of each land use produces in relation to an acre of low density residential development. A summary of the DUE factors for each land use type is presented in the Table 6-2 below. Storm Drainage fees for non-residential will be collected on a per acre basis rather than a per 1,000 SF basis as other fees are. This is due to the fact that run-off coefficients are more directly linked to acreage.

**Table 6-2: Storm Drainage Dwelling Unit Equivalents**

| Land Use | Runoff Coefficient | DUE Factor |
|---|---|---|
| ***Residential*** | *per Acre* | *per Acre* |
| Low Density | 0.40 | 1.00 |
| Medium Density | 0.50 | 1.25 |
| High Density | 0.67 | 1.68 |
| Subtotal | | |
| ***Non-Residential*** | *per Acre* | *per Acre* |
| Retail (Minor & Major) | 0.70 | 1.75 |
| Office/Medical | 0.70 | 1.75 |
| Industrial | 0.75 | 1.88 |

## FEE METHODOLOGY

The purpose of the storm drainage fee is to ensure that new development pays a proportionate share of the cost of constructing facilities to accommodate drainage demands of new construction within the City. For purposes of the storm drainage IMFP, demand is measured by applying run-off coefficient factors which establishes the fair share of storm drainage facilities for each land use. Using zones for storm drainage ensures that new development is only paying towards the improvements that they in fact use.

## FEE SCHEDULE

A summary of the storm drainage component of the IMFP is presented in Table 6-3. The Zone 2 fees are for planning purposes and apply only to property outside the City limits in the drainage basin.

**Table 6-3: Zone 1 Storm Drainage Fees**

| Land Use | Cost per Unit / Acre |
|---|---|
| *Residential* | *per Unit* |
| Low Density | $1,394 |
| Medium Density | $697 |
| High Density | $561 |
| *Non-Residential* | *per Acre* |
| Retail (Minor & Major) | $14,640 |
| Office/Medical | $14,640 |
| Industrial | $15,686 |

## CONCEPTUAL ZONE 2 FEES

Zone 2 costs and fees are being included for estimating purposes only. This zone is shown on Figure 6-1. All properties in this zone are currently outside the City limits. The estimated cost of the basin, pump station, land and pipe oversizing costs are shown in Table 6-4. The fees shown in Table 6-5 are representative of what the fee might be should the property annex into the City and develop.

## Table 6-4: Zone 2 Estimated Costs

| **Zone 2: F & I-Basin Watershed Areas** | |
|---|---|
| *F-Basin Improvements* | |
| Pipes | $1,068,017 |
| Basins | $8,981,826 |
| Subtotal Cost | $10,049,843 |
| *I-Basin Improvements* | |
| Pipes | $902,971 |
| Basins | $6,271,380 |
| Subtotal Cost | $7,174,351 |
| **Total Zone 2 Cost** | **$17,224,193** |
| Less: Available SD Fee Fund Revenue | ($560,652) |
| **Net Zone 2 Cost** | **$16,663,541** |

## Table 6-5: Zone 2 Conceptual Storm Drainage Fees

| *Residential* | *per Unit* |
|---|---|
| Low Density | $4,237 |
| Medium Density | $2,118 |
| High Density | $1,703 |
| *Non-Residential* | *per Acre* |
| Retail (Minor & Major) | $44,485 |
| Office/Medical | $44,485 |
| Industrial | $47,663 |

## NEXUS REQUIREMENTS

The storm drainage fee component meets the Mitigation Fee Act nexus requirements, as described in Table 6-6.

**Table 6-6: Storm Drainage Fee Nexus Requirements**

| | |
|---|---|
| Identify Purpose of Fee | To fund Storm Drainage costs that include a proportionate share of storm drainage basins and pipe costs. |
| Identify Use of Fee | To fund the storm drainage facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed. | New residential and non-residential development will generate the demand for additional storm drainage facilities. The storm drainage fees collected from new development will equal the cost of the portion of the facilities attributable to new development within Zone 1. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the estimated storm water generated for each of the individual land uses. The fees are collected by zones. |

# 7. TRANSPORTATION

## BACKGROUND

To measure and describe the operational status of the local roadway network, transportation engineers and planners commonly use a grading system called level of service (LOS). Level of service is a description of a facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity, resulting in long queues and delays).

The City's 2010 General Plan contains policy direction about what constitutes acceptable operations on the City's street network. The policy states, "[f]or purposes of design review and environmental assessment, apply a standard of Level of Service E…on all streets in the City's jurisdiction. The objective of this performance standard is to acknowledge that some level of traffic congestion during the peak hour is acceptable and indicative of an economically vibrant and active area, and that infrastructure design decisions should be based on the conditions that predominate during most of each day."

The baseline analysis conducted for the 2010 General Plan Update evaluated more than 100 roadway segments and 11 major intersections throughout the City and calculated the LOS at each location (this effort was documented in the *Lodi General Plan Update Working Paper #1: Land Use, Transportation, Environment and Infrastructure*, 2007). Of all the locations studied in 2010, the only locations found to operate at LOS F, and thus operating outside of the standards set in the 2010 General Plan, were the segments of Kettleman Lane between Tienda Drive and Cherokee Lane. As will be discussed later in this section, none of the capital improvement projects included in the IMFP are located along these segments of Kettleman Lane, so the IMFP projects are not affected by the operations results presented in the General Plan baseline analysis. (It should also be noted that the data used in the General Plan baseline analysis were collected in late 2006; since that time, traffic volumes throughout San Joaquin County have declined due to depressed economic conditions, so it is likely that if more up-to-date information were available, it would indicate improved LOS on Kettleman Lane and throughout the City.)

The *South Hutchins Street Annexation Project Traffic Impact Analysis* (2009) evaluated 19 study intersections throughout the southern part of Lodi, and found that all of the intersections operated at LOS D or better during both the morning and afternoon peak hours. Therefore, for the purposes of the IMFP analysis, no existing deficiencies have been identified that would affect the nexus determination.

## FACILITIES AND COSTS

The primary future deficiency is anticipated to occur along Harney Lane, which is currently a two-lane road but which would need to be widened to four lanes in order to accommodate the demand from the new development that is anticipated in the southern and western areas of the City. Harney Lane is immediately adjacent to major new development areas, and the widening is only needed to serve those new areas; therefore, it is reasonable for the full cost of the Harney Lane improvements to be included in the IMFP.

Additional future deficiencies were identified along Guild Avenue and Victor Road, due to the addition of more industrial development in the area east of SR 99. The capital improvement project list for the IMFP, therefore, includes the widening of Victor Road from two to four lanes between SR 99 and Guild Avenue, addition of a median on West Lane south of Harney, the ultimate median construction on Harney from just west of Lower Sacramento Road to South Hutchins Street, interim widening improvements on Harney from Lower Sacramento Road to Mills Avenue, and a re-striping of Guild Avenue to provide four travel lanes between Lodi Avenue and Auto Center Drive. Along with these roadway improvements, the intersection of Victor Road and Guild Avenue should be signalized. These improvements are adjacent to major areas of future development and are needed to serve the traffic generated by those new uses, so it is reasonable for the full cost of the improvements to be included in the IMFP.

City staff was also consulted to identify more localized improvements that should be included in the IMFP capital improvement list. Based on intersection projects that have been identified in previous capital improvement programs, staff designated five intersections where installation of traffic signals are needed: Mills Avenue/Elm Street, Turner Road/California Street, Turner Road/Sacramento Street, Cherokee Lane/Elm Street, and Guild Avenue/Victor Road. Because these are local intersections that are not adjacent to major new development areas, it was determined that the IMFP should cover only a portion of these project costs, proportional to the amount of future traffic passing through these intersections that is generated by new development. These fair-share percentages were calculated using the results of the 2035 traffic model.

The costs for the projects are summarized in Table 7-1. It should be noted that it is assumed that the full cost of the UPRR grade separation on Harney Lane would be funded through a variety of outside funding sources such as STIP, Measure K, etc. Should assumptions change and outside funding not be secured, additional funding will be required from the IMFP.

**Table 7-1: Transportation Cost Summary**

| | Total Project Cost | Outside Funding Sources | IMFP Percentage Share | Net Cost Included in Fee Program |
|---|---|---|---|---|
| **Traffic Signals** | | | | |
| Mills Ave and Elm St | $259,000 | | 20% | $51,800 |
| Turner Rd and California St | $280,000 | | 20% | $56,000 |
| Turner Rd and Sacramento St | $280,000 | | 30% | $84,000 |
| Cherokee Ln and Elm St | $280,000 | | 30% | $84,000 |
| Guild Ave and Victor Rd | $315,000 | | 100% | $315,000 |
| Subtotal | $1,414,000 | -- | | $590,800 |
| **Roadway Improvements** | | | | |
| Guild Ave | $43,400 | -- | 100% | $43,400 |
| Victor Rd | $5,890,000 | ($3,530,000) | 100% | $2,500,000 |
| West Lane | $568,400 | -- | 100% | $568,400 |
| Harney Lane | $26,856,000 | ($24,726,000) | 100% | $2,130,000 |
| Subtotal | $33,357,800 | ($28,256,000) | | $5,241,800 |
| **Total Cost Allocated to Future Development** | | | | **$5,832,600** |

## DWELLING UNIT EQUIVALENTS

Dwelling Unit Equivalent factors are a common way of normalizing the effects of different types of land use on a set of public facilities. Many transportation impact fee programs use DUE factors to account for the relative burden on the transportation system caused by different types of development. DUE factors commonly include an accounting of trip generation rates and percentages of pass-by trips attributable to different land uses, and sometimes include a representation of average trip lengths or other characteristics.

For purposes of this evaluation, trip generation rates and pass-by trip percentages were used to develop DUE factors for each land use type. The City of Lodi travel demand model contains trip generation rates for several land use categories and has been calibrated to reflect local conditions. Table 7-2 shows the PM peak hour trip generation rate for each land use category based on the Lodi model, as well as the percentage of new trips attributable to each category from a commonly-accepted reference document on this subject. These figures are multiplied together to determine the number of new trips per unit of development (per dwelling unit for residential uses, and per thousand square feet for non-residential uses). The single-family residential rate is then set to 1.0 and all other rates are normalized to that level, so the factors can be used to calculate each land use category's proportional contribution toward the capital improvement project costs.

**Table 7-2: Calculation of Dwelling Unit Equivalent (DUE) Factors**

| Land Use | Unit[1] | PM Peak Hour Trip Rate[2] (a) | New Trips[3] (b) | New Trips per Unit (a * b) | DUE per Unit |
|---|---|---|---|---|---|
| Single-Family Residential | DU | 1.16 | 100% | 1.16 | 1.00 |
| Multi-Family Residential | DU | 0.63 | 100% | 0.63 | 0.54 |
| Commercial / Retail | 1,000 SF | 3.91 | 50% | 1.96 | 1.69 |
| Office | 1,000 SF | 2.03 | 70% | 1.42 | 1.22 |
| Industrial | 1,000 SF | 0.85 | 85% | 0.72 | 0.62 |

[1]DU = dwelling unit

[2]Lodi Travel Demand Forecasting Model and *ITE Trip Generation, 8th Edition.*

[3]SANDAG Brief Guide of Vehicular Traffic Generation Rates, April 2002.

Source: Fehr & Peers, 2012.

## FEE METHODOLOGY

Future development in the City will create the needs for roadway improvement. For the purposes of this evaluation, trip generation rates and pass-by trip percentages were used to develop DUE factors for each land use type. These DUE factors were then used to allocate costs to each land use type.

## FEE SCHEDULE

A summary of the transportation component of the IMFP is presented in the Table 7-3.

**Table 7-3: Transportation Fees**

| Land Use | Cost per Unit/ 1,000 SF |
|---|---|
| *Residential* | *per Unit* |
| Low Density | $711 |
| Medium Density | $386 |
| High Density | $386 |
| | |
| *Non-Residential* | *per 1,000 SF* |
| Retail (Minor & Major) | $1,199 |
| Office/Medical | $872 |
| Industrial | $443 |

## NEXUS REQUIREMENTS

The Traffic fee component meets the Mitigation Fee Act nexus requirements, as described in Table 7-4.

**Table 7-4: Transportation Fee Nexus Requirements**

| | |
|---|---|
| Identify Purpose of Fee | To fund traffic costs that include a proportionate share of new traffic signals and road widening projects. |
| Identify Use of Fee | To fund the traffic improvements identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed. | New residential and non-residential development will generate additional residents and employees in the City who will increase the traffic in Lodi and will trigger the need for additional traffic improvements. The traffic fees collected from new development will equal the cost of the portion of the facilities attributable to new development. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the estimated traffic generation rates of the individual land uses. |

# 8. POLICE

## BACKGROUND

The Lodi Police Department has organized the City into three districts - the Central District, Heritage District, and Sunset District - and five patrol beats. The department protects and serves the City through crime prevention, investigation, and other public safety services. The department has several specialized units, including investigations, narcotics, gang intelligence, drug suppression, crime prevention, K-9, special weapons and tactics, and traffic units.

## FACILITIES AND COSTS

The police station is located at 215 West Elm Street and includes 56,000 square feet of building space. Based on a building capacity review conducted by the police department, the police station can accommodate enough additional officers and personnel to serve approximately 92,000 residents.

The police station was financed with a portion of the proceeds from the 2002 Public Improvement Financing Project, which issued $26.7 million in Certificates of Participation (COPs). Approximately $14.3 million of the aggregate bond amount was used to construct the police station. The total cost related to the police station portion of the COPs equals approximately $27.0 million and includes COP principal and interest costs. However, only a portion of the total cost of the police facilities is attributable to future development. A summary of the facilities, and corresponding costs, included in the IMFP is presented in Table 8-1.

**Table 8-1: Police Cost Summary**

| Project | Fee Funded Cost |
|---|---|
| Police Station Costs<br>(Future development's share only) | $4,062,000 |
| Vehicle Costs | $434,000 |
| **Total Cost Allocated to Future Development** | **$4,496,000** |

## LEVEL OF SERVICE STANDARD

The City's fiscal year 2011/12 budget includes funding for 106 police officers; this includes 71 sworn and 35 non-sworn officers. The current number of officers translates into a police service standard of 1.70 officers per 1,000 residents. The building capacity review conducted by the police department revealed that the existing police station could accommodate approximately 50 additional police personnel.

Based on the City's current level of service and the police station capacity review, the police station can serve an additional 29,412 future residents. The IMFP incorporates development through year 2035; development projections assume the City will grow by an additional 13,128 residents by 2035. Consequently, the police station has excess capacity to accommodate

sufficient officers to serve an additional 16,284 residents beyond the 2035 horizon of the IMFP.

## DWELLING UNIT EQUIVALENTS

Police facility costs are allocated based on residents and employees since it is reasoned that residential and non-residential developments benefit from these facilities. Consequently, a persons served figure is used in the cost allocation calculation for police facilities. The persons served factor is defined as the residential population plus 50% of employees. The exact relationship in terms of service demand required by residents and employees is difficult to measure, but it is a generally understood that employees utilize less police services than do residents. As a result, a resident is equal to 1.0 persons served and an employee is assumed to equal 0.5 persons served. The persons served for a residential unit is equal to the average persons per household. The persons served per 1,000 square feet of non-residential building space is equal to one half the average number of employees assumed for that building type.

The DUE for the police fee is based on the persons served and is a factor that quantifies different land use types in terms of their equivalence to a low density residential unit. A low density residential unit is assigned a DUE factor of 1.0 and the DUE factor for each of the other land use categories is determined based on the anticipated number of persons served for each land use category relative to the number of persons served for a low density residential unit. A summary of the DUE factors for each land use type is presented in Table 8-2.

**Table 8-2: Police Facilities Dwelling Unit Equivalents**

| Land Use | Persons per Household/ Employees per 1,000 SF | Resident-to-Employee Ratio = 1.0 : 0.5 | |
|---|---|---|---|
| | | Persons Served | DUE Factor |
| *Residential* | | *per Unit* | |
| Low Density | 2.85 | 2.85 | 1.00 |
| Medium Density | 2.40 | 2.40 | 0.84 |
| High Density | 2.00 | 2.00 | 0.70 |
| *Non-Residential* | | *per 1,000 SF* | |
| Retail (Minor & Major) | 2.50 | 1.25 | 0.44 |
| Office/Medical | 4.00 | 2.00 | 0.70 |
| Industrial | 1.33 | 0.67 | 0.23 |

## FEE METHODOLOGY

Because the police station has the capacity to service the City's residents beyond 2035, police station costs are allocated to existing development in the City, future development through 2035, and future development beyond 2035, based on the estimated total persons served for each development period. Based on this methodology, existing development in the City is responsible for approximately 66% of the cost of the police station; this portion of the cost must be funded

with revenues other than future development impact fees. Future development, through and beyond 2035, is responsible for the remaining 34% of the total cost. As shown in Table 8-3, approximately 19% of the total cost is allocated to future development beyond 2035 and 15% is allocated to future development through 2035; this $4.1 million dollar amount is included in the calculation of the police fee component of the IMFP.

**Table 8-3: Police Station Cost**

| | Existing (2011) | Future (thru 2035) | Remaining (Beyond 2035) | Total Cost |
|---|---|---|---|---|
| % of Total Police Station Cost | 66% | 15% | 19% | 100% |
| Police Station Cost Allocation | $17.9 M | $4.1 M | $5.0 M | $27.0 M |

In addition to providing funding for the police station, the IMFP will also provide funding for various police vehicles, including marked patrol cars, unmarked/administration cars, traffic cars, partners/crime prevention cars, code enforcement cars, and animal control cars. Based on the City's current vehicles per sworn officer standard for each vehicle type, the total cost for vehicles needed to serve future development through 2035 is approximately $0.4 million. The total cost allocated to future development included in the IMFP for the police station and vehicles is $4.5 million.

## FEE SCHEDULE

A summary of the police fees is presented in Table 8-4.

**Table 8-4: Police Fees**

| ***Residential*** | *per Unit* |
|---|---|
| Low Density | $753 |
| Medium Density | $634 |
| High Density | $528 |
| | |
| ***Non-Residential*** | *per 1,000 SF* |
| Retail (Minor & Major) | $330 |
| Office/Medical | $528 |
| Industrial | $176 |

## NEXUS REQUIREMENTS

The police fee component meets the Mitigation Fee Act nexus requirements, as described in Table 8-5.

**Table 8-5: Police Fee Nexus Requirements**

| | |
|---|---|
| Identify the purpose of the fee. | To fund police-related capital and vehicle costs, including financing costs, attributable to the impact of new development. |
| Identify the use of the fee. | To fund the police facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed | New residential and non-residential development will generate additional residents and employees who will increase the demand for additional police services and personnel. Police facilities and vehicles will be needed for the new police personnel. The police fees are calculated so that fee revenue will equal the cost of the portion of the facilities and vehicles attributable to new development through 2035. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the DUE variable assigned to each individual land use. |

## BACKGROUND

The Fire Department provides a wide range of emergency and non-emergency services, including fire suppression, emergency medical services, hazardous materials response, technical rescue, fire prevention, public education, and related safety services. The City has an Insurance Services Office (ISO) rating of Class 3, which indicates that the Fire Department is strategically placed throughout the City and has adequate personnel, equipment, and expertise to serve the current population.

## FACILITIES AND COSTS

The Fire Department provides fire protection services to the City from four fire stations: Fire Station 1 is located in Lodi's downtown area; Fire Station 2 is located on the eastside of the City; Fire Station 3 is located in the southwest quadrant of the City; and Station 4 is in the northwest quadrant of the City.

The department reviewed the anticipated locations of future development through 2035 and determined that it could continue to serve the entire City with existing Fire Stations 1, 3, and 4 and by relocating and expanding Fire Station 2. Fire Station 2 is planned for relocation from its current site to another location in the area; the existing station will be expanded from 6,200 to 10,500 square feet at a cost of approximately $1.6 million, including financing costs. In 2001, the City borrowed approximately $1.6 million from the water fee fund to construct Fire Station 4. The fire fee fund has repaid approximately $0.4 million of the inter-fund loan to-date, resulting in an outstanding balance of $1.2 million.

A summary of the facilities and corresponding costs included in the IMFP is presented in Table 9-1.

**Table 9-1: Fire Facilities Costs**

| Project | Fee Funded Cost |
|---|---|
| Outstanding Loan Balance For Fire Station 4 [1] | $1,225,000 |
| Station 2 Expansion Cost | $1,290,000 |
| Station 2 Financing Cost | $310,000 |
| **Total Cost Allocated to Future Development** | **$2,825,000** |

[1]Represents the outstanding principal balance from the water fund; no interest is included in the loan from the water fund.

## LEVEL OF SERVICE STANDARD

Lodi's four fire stations provide adequate fire protection services to all areas within the City limits. In 2006, the most recent year of data availability, the department met a response time criteria of 6 minutes for 90% of all calls.

The department reviewed the anticipated location of future development in the City through 2035 and based on that review, determined that the existing four stations, along with the future relocation and expansion of Station 2, would continue to provide adequate service coverage to existing and future development.

## DWELLING UNIT EQUIVALENTS

Fire facility costs are allocated based on residents and employees since it is reasoned that residential and non-residential developments both benefit from these facilities. For residential land uses, the persons served equals the residential population; for non-residential land uses, the persons served is equal to 50% of the number of employees. The exact relationship in terms of service demand required by residents and employees is difficult to measure, but it is a commonly understood that non-residential development utilizes less fire services than does residential development. As a result, a resident is equal to 1.0 persons served and an employee is assumed to equal 0.5 persons served. In order to quantify different land use types in terms of their equivalence to a low density residential unit, a DUE factor is determined for each land use type and is based on the number of persons served. A summary of the DUE factors for each land use type is presented in the following table.

**Table 9-2: Fire Facilities Dwelling Unit Equivalents**

| Land Use | Persons per Household/ Employees per 1,000 SF | Resident-to-Employee Ratio = 1.0 : 0.5 | |
|---|---|---|---|
| | | Persons Served | DUE Factor |
| *Residential* | | *per Unit* | |
| Low Density | 2.85 | 2.85 | 1.00 |
| Medium Density | 2.40 | 2.40 | 0.84 |
| High Density | 2.00 | 2.00 | 0.70 |
| *Non-Residential* | | *per 1,000 SF* | |
| Retail (Minor & Major) | 2.50 | 1.25 | 0.44 |
| Office/Medical | 4.00 | 2.00 | 0.70 |
| Industrial | 1.33 | 0.67 | 0.23 |

## FEE METHODOLOGY

As discussed in this chapter, the City determined that it could serve future development through 2035 with existing Fire Stations 1, 3, and 4 and by relocating and expanding Fire Station 2. Consequently, the replacement value of existing fire stations and vehicles, plus the future Station #2 expansion construction costs, which are estimated to be $16.5 million, are allocated to existing and future development based on the existing and future (i.e., through 2035) persons served within the City. A summary of the existing and future (i.e., through 2035) persons served, as well as the cost allocation, is presented in Table 9-3.

**Table 9-3: Fire Station Persons Served**

| | Existing (2011) | Future (thru 2035) | Total |
|---|---|---|---|
| Total Persons Served | 75,399 | 17,153 | 92,553 |
| % of Total | 81% | 19% | 100% |
| Total Cost Allocation | $13,443,000 | $3,058,000 | $16,501,000 |

Based on the number of persons served, existing development is allocated approximately 81% of fire facilities and vehicle costs and future development through 2035 is allocated the remaining 19%. The total cost attributable to future development for fire facilities and vehicles is $3.1 million. This amount represents future development's fair share of all fire facilities in the City at 2035 and is the maximum amount that could be allocated to future development.

Since the maximum amount that could be allocated to future development (i.e., $3.1 million) is more than the remaining unfunded facilities costs through 2035 (i.e., $2.8 million), only the $2.8 million cost should be incorporated in the calculation of the fire fee. The remaining unfunded facilities costs through 2035 include the outstanding amount borrowed from the water fund ($1.2 million) to finance the construction of Fire Station 4 and the construction and financing costs for the expansion of Fire Station 2 ($1.6 million).

In calculating the fire fees, the $2.8 million cost is first allocated between future residential and non-residential development based on calls for service. Department records show that approximately 63% of the documented calls are attributable to residential development and the remaining 37% are attributable to non-residential development. These percentages were used to allocate the $2.8 million cost between future residential and non-residential development. A persons served methodology was then applied to determine the fire fee for each land use class within residential and non-residential development.

## FEE SCHEDULE

A summary of the fire fees are presented in Table 9-4:

**Table 9-4: Fire Fees**

| ***Residential*** | *per Unit* |
|---|---|
| Low Density | $385 |
| Medium Density | $324 |
| High Density | $270 |
| ***Non-Residential*** | *per 1,000 SF* |
| Retail (Minor & Major) | $338 |
| Office/Medical | $540 |
| Industrial | $180 |

## NEXUS REQUIREMENTS

The fire fee meets the Mitigation Fee Act nexus requirements, as described in Table 9-5.

**Table 9-5: Fire Fee Nexus Requirements**

| | |
|---|---|
| Identify the purpose of the fee. | To fund fire-related capital costs, including financing costs, attributable to the impact from new development. |
| Identify the use of the fee. | To fund the fire facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed | New residential and non-residential development will generate additional residents and employees who will increase the demand for additional fire facilities and services. The fire fees are calculated so that fee revenue will equal the cost of the portion of the facilities attributable to new development through 2035. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the DUE variables assigned to the individual land uses. |

## BACKGROUND

The City maintains 278 acres of parks and dual use drainage basins; 184 acres of this total are parkland. The City's parks system includes twenty three developed parks that offer a variety of ball fields, picnic and play areas, and other amenities. Lodi Lake is the City's regional park, through which the Mokelumne River traverses, providing the City's residents with an assortment of outdoor activities.

## FACILITIES AND COSTS

The IMFP's parks consultant, Vallier Design Associates (VDA), reviewed existing park facilities to determine the type of parks and amenities that would supplement the City's existing park facilities. VDA, along with City staff, determined that improvements to DeBenedetti Park, Pixley Park, and Lodi Lake Park would be needed to serve future development. The proposed improvements for each park are as follows:

- DeBenedetti Park is a 49 acre master planned community park off of Century Boulevard that is being constructed in phases. The first 35-acre phase is complete, with the exception of lighting, leaving 14 acres to be constructed at a cost of $11.1 million. Park improvements consist of soccer, baseball and softball fields, a football field, restrooms, a concessions building, picnic and play areas, parking, and a storm water basin.

- Pixley Park is a 27 acre park planned for multiple sports fields. The cost of the park construction is $4.9 million. The park will include softball fields, picnic structures, restrooms, and a storm water basin.

- Lodi Lake Park is a 101 acre regional park on the northern edge of the City that will be expanded by 7 acres at a cost of $3.1 million. The expansion will add a group picnic area including a kitchen, shade/picnic structures, restrooms, pathways, parking, and a bocce ball court.

A summary of the facilities, and corresponding costs, included in the IMFP is presented in Table 10-1.

**Table 10-1: Park Facilities Costs**

| Project | Fee Funded Cost |
|---|---|
| DeBenedetti Park | $11,135,000 |
| Pixley Park | $4,946,000 |
| Lodi Lake Park | $3,102,000 |
| **Total Cost Allocated to Future Development** | **$19,183,000** |

## LEVEL OF SERVICE STANDARD

The City's 2010 General Plan identifies a park service standard of 8.0 acres of parks and drainage basins per 1,000 residents. However, the IMFP will not fund all of the parks included in the 8.0 acre requirement. Neighborhood parks, which account for 2.5 acres out of the 8.0 acre standard, as well as most of the natural space, will be funded privately by future development. Therefore, development costs associated with the neighborhood parks and most of the open space are not included in the IMFP. Table 10-2 provides a breakdown of the City's General Plan standard for each type of park.

**Table 10-2: Park Service Standards**

| Park Type | General Plan Standard (Acres per 1,000 Residents) |
|---|---|
| Neighborhood | 2.50 acres |
| Community | 1.80 acres |
| Regional | 0.80 acres |
| Natural Open Space | 2.10 acres |
| Special Use Areas | 0.80 acres |
| **Total** | **8.0 acres** |

## DWELLING UNIT EQUIVALENTS

Park costs are allocated based on residents and employees since it is reasoned that residential and non-residential developments both benefit from these facilities. Consequently, a persons served figure is used to estimate future impacts to park facilities. The number of persons served is defined as the residential population plus approximately 0.12 of all employees. The relationship in terms of service demand required by residents and employees is estimated based on the potential amount of time that a resident or employee can utilize park facilities. For example, a resident can utilize park facilities an average of 12 hours per day seven days a week for a total of 84 hours and an employee can utilize park facilities an average of about two hours per day five days a week for a total of 10 hours per week. In other words, the employee has the potential to use the park approximately 0.12 of the time that a resident can ($10 \div 84 = 0.12$).

A dwelling unit equivalent, based on the number of persons served, quantifies the impact from different land use types in terms of their equivalence to a low density residential unit. A low density residential unit is assigned a DUE factor of 1.0 and the DUE factor for each of the other land use categories is determined based on the persons served for each land use category relative to the persons served for a low density residential unit. A summary of the DUE factors for each land use type is presented in Table 10-3.

**Table 10-3: Parks Dwelling Unit Equivalents**

| Land Use | Persons per Household/ Employees Per 1,000 SF | Resident-to-Employee Ratio = 1.0 : 0.12 | |
|---|---|---|---|
| | | Persons Served | DUE Factor |
| *Residential* | | *per Unit* | |
| Low Density | 2.85 | 2.85 | 1.00 |
| Medium Density | 2.40 | 2.40 | 0.84 |
| High Density | 2.00 | 2.00 | 0.70 |
| *Non-Residential* | | *per 1,000 SF* | |
| Retail (Minor & Major) | 2.50 | 0.30 | 0.10 |
| Office/Medical | 4.00 | 0.48 | 0.17 |
| Industrial | 1.33 | 0.16 | 0.06 |

## FEE METHODOLOGY

Future development in the City will create demand for park facilities. For purposes of the park component of the IMFP, demand is measured by applying the parks service standard identified in the General Plan to the future number of residents in the City. By allocating facilities costs to each land use category based on its potential demand for park facilities, this IMFP ensures that each land use category will fund its fair-share of the required facilities. Consequently, the total park cost of $19.2 million is allocated to future development based on the number of persons served.

## FEE SCHEDULE

A summary of the park component of the IMFP is presented in Table 10-4.

**Table 10-4: Park Fees**

| ***Residential*** | *per Unit* |
|---|---|
| Low Density | $3,890 |
| Medium Density | $3,276 |
| High Density | $2,730 |
| | |
| ***Non-Residential*** | *per 1,000 SF* |
| Retail (Minor & Major) | $406 |
| Office/Medical | $650 |
| Industrial | $217 |

## NEXUS REQUIREMENTS

The park fee component meets the Mitigation Fee Act nexus requirements, as described in Table 10-5.

**Table 10-5: Park Fee Nexus Requirements**

| | |
|---|---|
| Identify the purpose of the fee. | To fund park facilities attributable to new development. |
| Identify the use of the fee. | To fund the park facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed | New residential and non-residential development will generate additional residents and employees who will increase the demand for additional park facilities. The park fees are calculated so that fee revenue will equal the cost of the facilities attributable to new development. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the DUE variables assigned to the individual land uses. |

# 11. ELECTRIC UTILITY

## BACKGROUND

When Lodi incorporated in 1906, a privately owned company provided electricity to the City. However, operation of the power utility transferred to the City in 1910. As the City grows, demand for electricity from new residential and non-residential development will also grow creating a need for new and upgraded electrical facilities and equipment. The electric utility component of the IMFP will ensure that funding will be available for electric utility projects that will serve future development in the City.

## FACILITIES AND COSTS

Lodi Electric Utility Department (EUD) staff evaluated load growth associated with new development and determined that new facilities will be required to meet the additional demand for electricity. New facilities include the following:

1. Distribution Reinforcements – to change the operational configuration of the system by switching, upgrading and extending existing feeders
2. Feeder Additions – adding feeders to existing substations
3. Added Bank at Industrial – adding a transformer and feeder(s) at Industrial Substation
4. Reynolds Ranch Phase 1 Line Extension
5. East Side Overhead Phase 1 Line Extension
6. Future Underground North Line Extension

EUD has begun a Distribution Capacity Plan to enhance the capacity of the electrical distribution system by modifying and reinforcing the distribution system to meet projected loads. This is being done by using peak load data to determine which feeders have excess capacity and then moving the excess load to lightly loaded feeders. A summary of the facilities, and corresponding costs, included in the IMFP is presented in Table 11-1.

**Table 11-1: Electric Utility Costs**

| Project | Fee Funded Cost |
|---|---|
| Distribution Reinforcements | $1,023,000 |
| Feeder Additions | $707,000 |
| Added Bank at Industrial | $4,200,000 |
| Reynolds Ranch Phase 1 Line Extension | $557,000 |
| East Side Overhead Phase 1 Line Extension | $215,000 |
| Future Underground North Line Extension | $390,000 |
| **Total Cost Allocated to Future Development** | **$7,092,000** |

## DWELLING UNIT EQUIVALENTS

EUD facilities costs are allocated based on estimated demand for electricity from residential and non-residential land uses. Demand is measured in 1,000 volt-ampere (kVA) increments, and represents the average transformer load per residential unit and 1,000 square feet of non-residential building space.

A DUE, based on the average transformer load, is a factor that quantifies impacts from different land use types in terms of their equivalence to a low density residential unit. A low density residential unit is assigned a DUE factor of 1.0 and the DUE factor for each of the other land use categories is determined based on the average load factor (kVA) for each land use category relative to the kVA load generated by a low density residential unit. The DUE calculations are used to calculate the fee per kVA. The electric utility fee will be determined by actual panel size. A summary of the DUE factors for each land use type is presented in Table 11-2.

**Table 11-2: Electric Utility Dwelling Unit Equivalents**

| Land Use | Average Load Factor (kVA) | DUE Factor |
|---|---|---|
| *Residential* | *per Unit* | |
| Low Density | 5.0 | 1.00 |
| Medium Density | 4.0 | 0.80 |
| High Density | 3.0 | 0.60 |
| *Non-Residential* | *per 1,000 SF* | |
| Retail (Minor & Major) | 7.0 | 1.40 |
| Office/Medical | 7.0 | 1.40 |
| Industrial | 4.0 | 0.80 |

## FEE METHODOLOGY

The total $7.1 million electric utility cost is allocated to future development based on the demand for electricity from each land use category. Applying the DUE factors from the prior section to future development within the City through 2035 results in 8,582 DUEs. By dividing the $7.1 million cost by the 8,582 DUEs, the cost per DUE is $826.

Similar to water and wastewater fees that are based on meter size, the electric utility fee is based on the load capacity of the electric panel. Consequently, the electric fee for a residential unit that requires a 200 amp panel, which is the typical panel capacity for a home in Lodi, is $826.

The fee for each panel load capacity is calculated in terms of its load capacity relative to the 200 amp panel. Accordingly, a 200 amp panel is assigned a DUE factor of 1.0 and a fee of $826.

The DUE factor for each of the other panel sizes is determined based on the maximum load permitted for each panel type relative to the maximum load for a single phase 200 amp panel.

## FEE SCHEDULE

Electric utility fees will be determined based on the load capacity of the electric panel that is installed. A summary of the electric utility fees is presented in Table 11-3.

**Table 11-3: Electric Utility Fees**

| | 208 Volts | 240 Volts | 480 Volts |
|---|---|---|---|
| ***Single Phase Panel*** | | | |
| 60 amps | | $248 | n/a |
| 100 amps | | $413 | n/a |
| 125 amps | | $516 | n/a |
| 200 amps | | $826 | n/a |
| 400 amps | | $1,652 | n/a |
| 600 amps | | $2,478 | n/a |
| ***Three Phase Panel*** | | | |
| 200 amps | $1,178 | $1,359 | $2,718 |
| 400 amps | $2,356 | $2,718 | $5,437 |
| 600 amps | $3,534 | $4,077 | $8,155 |
| 800 amps | $4,712 | $5,437 | $10,873 |
| 1000 amps | $5,890 | n/a | $13,591 |
| 1200 amps | $7,068 | n/a | $16,310 |
| 1600 amps | $9,423 | n/a | $21,746 |
| 2000 amps | $11,779 | n/a | $27,183 |
| 2500 amps | $14,724 | n/a | $33,979 |
| 3000 amps | $17,669 | n/a | $40,774 |

A single-phase 200 amp panel is typically required for a single family residential unit; therefore, the estimated electric utility fee for a single family unit is $826. However, fees for all land uses will be determined based on actual panel size needed.

## NEXUS REQUIREMENTS

The electric utility fee component meets the Mitigation Fee Act nexus requirements, as described in Table 11-4.

**Table 11-4: Electric Utility Fee Nexus Requirements**

| | |
|---|---|
| Identify the purpose of the fee. | To fund electric utility facilities attributable to the impact of new development. |
| Identify the use of the fee. | To fund the electric utility facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed | New residential and non-residential development will generate additional residents and employees who will increase the demand for electricity. Electric utility facilities will be needed to accommodate the additional demand for electricity. The electric utilities fees are calculated so that fee revenue will equal the cost of the facilities attributable to new development. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the load capacity of the electric panel that will be required to serve each development type. |

# 12. GENERAL CITY FACILITIES

## BACKGROUND

As new development occurs within the City, additional city facilities will be required to meet the service demands from future development. In 1991 when the City's original Development Impact Fee Study was adopted, the capital improvement plan for the general city facilities fee included a city hall addition, library expansion, land acquisition, vehicles and equipment, fee program monitoring costs, and the cost of updating the General Plan. The general city facilities capital improvement plan has been updated for the IMFP and is summarized below.

## FACILITIES AND COSTS

The general city facilities capital improvement plan for this IMFP includes: existing public safety building remodel; library expansion; and the costs of updates of the General Plan and the IMFP.

The public safety building remodel is estimated to cost $1.0 million and the general plan update is estimated to cost $2.0 million. However, only a portion of the total $3.0 million cost is attributable to future development, as discussed in the Fee Methodology section of this chapter.

Additional library building space needed to serve future development out to 2035 is estimated to equal approximately 5,900 square feet based on a General Plan standard of 0.45 square feet per capita. The cost of the library space totals approximately $2.4 million based on a construction cost of $402 per square foot of building space.

The fee program update costs include $550,000 for the current IMFP update and $200,000 for future fee program updates. A summary of the facilities and the costs included in the IMFP is presented in Table 12-1.

**Table 12-1: General City Facilities Costs**

| Project | IMFP Fee Funded Cost |
|---|---|
| Public Safety Building Remodel & General Plan (Future development's share only) | $556,000 |
| Library Expansion | $2,376,000 |
| Current and Future Fee Program Updates | $750,000 |
| **Total Cost Allocated to Future Development** | **$3,682,000** |

## LEVEL OF SERVICE STANDARD

City staff has reviewed the City's general city facility needs associated with future development through 2035 and has determined the facilities and items to incorporate in the IMFP. The IMFP provides funding for only future development's share of costs associated with the existing public safety building remodel and future General Plan updates. Furthermore, the IMFP includes the cost of library space that is required to serve only future development. Based on the City's General Plan standard of 0.45 square feet of library building space per resident and an estimated 13,128 future residents, approximately 5,900 square feet of new library space will be needed by 2035.

## DWELLING UNIT EQUIVALENTS

General city facility costs are allocated based on residents and employees since it is reasoned that residential and non-residential developments both benefit from these facilities. A persons served figure is used in the cost allocation calculation for general city facilities costs. The persons served factor is defined as the residential population plus 50% of employees.

A dwelling equivalent unit is based on the persons served and is a factor that quantifies different land use types in terms of their equivalence to a low density residential unit. A summary of the DUE factors for each land use type is presented in Table 12-2.

**Table 12-2: General City Facilities Dwelling Unit Equivalents**

| Land Use | Persons per Household/ Employees Per 1,000 SF | Resident-to-Employee Ratio = 1.0 : 0.5 Persons Served | DUE Factor |
|---|---|---|---|
| *Residential* | | *per Unit* | |
| Low Density | 2.85 | 2.85 | 1.00 |
| Medium Density | 2.40 | 2.40 | 0.84 |
| High Density | 2.00 | 2.00 | 0.70 |
| *Non-Residential* | | *per 1,000 SF* | |
| Retail (Minor & Major) | 2.50 | 1.25 | 0.44 |
| Office/Medical | 4.00 | 2.00 | 0.70 |
| Industrial | 1.33 | 0.67 | 0.23 |

## FEE METHODOLOGY

Because the public safety building remodel and General Plan will benefit both existing and future development, these costs are allocated to existing development and future development through 2035, based on the estimated total persons served for each development period. As discussed in previous sections, the number of persons served is equal the residential population plus 50% of the employee population. Based on this methodology, existing development is responsible for approximately 81% of the remodel and General Plan costs and must fund its share of the cost with revenues other than future development impact fees. Future development is responsible for the remaining 19% of the total cost, and therefore, this portion of the cost is included in the IMFP.

In addition to providing funding for future development's fair-share of the remodel and General Plan costs, the IMFP will provide full funding for the expansion of the library facilities as well as the cost of updating the IMFP. Since the library expansion and the IMFP updates will primarily benefit future development, the full cost of these items is included in the IMFP and allocated to future development only.

## FEE SCHEDULE

A summary of the general city facilities fees is presented in Table 12-3.

**Table 12-3: General City Facilities Fees**

| ***Residential*** | *per Unit* |
|---|---|
| Low Density | $617 |
| Medium Density | $519 |
| High Density | $433 |
| | |
| ***Non-Residential*** | *per 1,000 SF* |
| Retail (Minor & Major) | $270 |
| Office/Medical | $433 |
| Industrial | $144 |

## NEXUS REQUIREMENTS

The general city facilities fee meets the Mitigation Fee Act nexus requirements, as described in Table 12-4.

**Table 12-4: General Facility Fee Nexus Requirements**

| | |
|---|---|
| Identify the purpose of the fee. | To fund general city facilities costs, including remodeling of the existing public safety building, general plan, library expansion, and fee program updates, attributable to new development. |
| Identify the use of the fee. | To fund the general city facilities identified in this IMFP. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed | New residential and non-residential development will generate additional residents and employees who will increase the demand for the general city facilities included in the IMFP. The general city facilities fees are calculated so that fee revenue will equal the cost of the portion of the facilities attributable to new development. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the DUE variables assigned to the individual land uses. |

# 13. ART IN PUBLIC PLACES

## BACKGROUND

The City adopted a Public Art Policy in 2001 that established a public art requirement for public projects. The policy requires the public art fund to pay for art in public places. The art in public places fee of the IMFP establishes a public art funding standard based on the estimated value of the existing public art in the City.

## FACILITIES AND COSTS

Public art pieces are located throughout the City, from the Veterans Memorial Plaza near City Hall to murals scattered throughout the City's downtown area. In all, approximately 30 public art pieces are located throughout the City. The estimated value for all 30 public art pieces totals approximately $2.1 million. Table 13-1 identifies the City's art in public places.

**Table 13-1: Existing Art in Public Places**

| | Existing Art | Estimated Replacement Cost |
|---|---|---|
| 1. | Water Tower | $52,456 |
| 2. | Better Days Pergola | $86,000 |
| 3. | Grape Wall of Lodi | $40,000 |
| 4. | Japantown Murals | $29,000 |
| 5. | PALS Mural | $57,015 |
| 6. | Sacramento Street Mural | $46,000 |
| 7. | Celebrate Harvest bronze sculpture | $153,000 |
| 8. | Cranes | $30,000 |
| 9. | Bus Stop | $15,000 |
| 10. | Sculpture Exhibit (rentals) | $30,000 |
| 11. | Art Purchase - Transit Clock Tower | $5,000 |
| 12. | Mosaics | $2,500 |
| 13. | Van Buskirk Park | $4,678 |
| 14. | Veterans Memorial Plaza | $450,000 |
| 15. | Lodi Avenue Gateway | $135,000 |
| 16. | Water Shed Mural | $20,000 |
| 17. | Segale Murals | $75,000 |
| 18. | Recognition Plaques | $3,165 |
| 19. | Wall Dog Murals (10) | $100,000 |
| 20. | School Street Gateway Arch | $780,000 |
| **Total** | | $2,113,814 |

## LEVEL OF SERVICE STANDARD

The City's estimated cost of existing public art pieces totals approximately $2.1 million. This cost translates into a service standard of approximately $28 per person served in the City. Applying the $28 per person served funding standard to 17,021 persons served through 2035 will produce an estimated $477,000 by 2035 to fund additional public art in the City. At this time, the City has not identified specific art pieces for future purchase; however, these will be determined as fee revenue becomes available.

## DWELLING UNIT EQUIVALENTS

Public art costs are allocated based on residents and employees since it is reasoned that residential and non-residential developments benefit from art in public places. A persons served figure is used to estimate future impacts related to art in public places. The persons served factor is defined as the residential population plus 50% of employees. The exact relationship, in terms of benefit received from the art pieces, between residents and employees is difficult to measure. However, if benefit is estimated based on the potential to view and enjoy public art, then it is generally understood that a resident has much more time to view and enjoy public art than an employee. For residential land uses, the persons served equals the persons per household factor; for non-residential land uses, the persons served is equal to 50% of the number of employees per 1,000 square feet of building space.

A DUE based on persons served quantifies the impact of different land use types in terms of their equivalence to a low density residential unit. A low density residential unit is assigned a DUE factor of 1.0 and the DUE factor for each of the other land use categories is determined based on the number of persons served for each land use category relative to the number of persons served for a low density residential unit. A summary of the DUE factors for each land use type is presented in Table 13-2.

**Table 13-2: Art in Public Places Dwelling Unit Equivalents**

| Land Use | Persons per Household/ Employees Per 1,000 sf | Resident-to-Employee Ratio = 1.0 : 0.5 Persons Served | DUE Factor |
|---|---|---|---|
| *Residential* | | *per Unit* | |
| Low Density | 2.85 | 2.85 | 1.00 |
| Medium Density | 2.40 | 2.40 | 0.84 |
| High Density | 2.00 | 2.00 | 0.70 |
| *Non-Residential* | | *per 1,000 SF* | |
| Retail (Minor & Major) | 2.50 | 1.25 | 0.44 |
| Office/Medical | 4.00 | 2.00 | 0.70 |
| Industrial | 1.33 | 0.67 | 0.23 |

## FEE METHODOLOGY

The art in public places fee uses a standard-based fee methodology, which applies a consistent facility service level standard ($28 per person served) to future development regardless of the amount of projected development. Residential fees are calculated by multiplying the cost per person served by the person per household factor for each type of residential unit. For example, a Low Density Unit is assumed to have an average of 2.85 persons per household; therefore, the resulting Art in Public Places fee equals $80 ($28 x 2.85).

## FEE SCHEDULE

A summary of the art in public places fee is presented in Table 13-3.

**Table 13-3: Art in Public Places Fee**

| | |
|---|---|
| ***Residential*** | *per Unit* |
| Low Density | $80 |
| Medium Density | $67 |
| High Density | $56 |
| ***Non-Residential*** | *per 1,000 SF* |
| Retail (Minor & Major) | $35 |
| Office/Medical | $56 |
| Industrial | $19 |

## NEXUS REQUIREMENTS

The art in public places fee component meets the Mitigation Fee Act nexus requirements, as described in the Table 13-4.

**Table 13-4: Art in Public Places Nexus Requirements**

| | |
|---|---|
| Identify the purpose of the fee. | To fund public art. |
| Identify the use of the fee. | To fund the art in public places that will serve future development. |
| Determine how there is a reasonable relationship between the need for the public facility, the use of the fee, the amount of the fee and the type of development project on which the fee is imposed | New residential and non-residential development will generate additional residents and employees who will increase the demand for art in the City. The art in public places fees are calculated so that fee revenue will equal the cost of acquiring new art to serve new development. Residential and non-residential development will be responsible for their fair-share portion of the total cost based on the DUE variables assigned to the individual land uses. |

# 14. IMPLEMENTATION AND ADMINISTRATION

## IMPLEMENTATION

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting. At least ten days prior to this meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting and a general explanation of the matter are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall occur for ten days in a newspaper regularly published once a week or more. The City may then adopt the new fees at the second reading. The new or increased fees shall be effective no earlier than 60 days following the final action on the adoption or increase of the fees.

## FEE ADJUSTMENTS

The fees may be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (i.e., state or federal grants), revised facilities or costs, or changes in demographics or the land use plan. In addition to such adjustments, the fees will be inflated each year by the Engineering News Record 20-city average construction cost index.

The fee categories summarized in this IMFP report may not be applicable to specialized development projects in the City. For example, development of a cemetery, golf course, or stadium would not fall under any of the fee categories in this study. For specialized development projects, the City will review the impacts and decide on an applicable ad hoc fee.

## FEE PROGRAM ADMINISTRATIVE REQUIREMENTS

The Government Code requires the City to report every year and every fifth year certain financial information regarding the fees. The City must make available within 180 days after the last day of each fiscal year the following information from the prior fiscal year:

1. A brief description of the type of fee in the account or fund
2. The amount of the fee
3. The beginning and ending balance in the account or fund
4. The amount of the fee collected and the interest earned
5. An identification of each public improvement for which fees were expended and the amount of expenditures
6. An identification of an approximate date by which time construction on the improvement will commence if it is determined that sufficient funds exist to complete the project
7. A description of each interfund transfer or loan made from the account and when it will be repaid
8. Identification of any refunds made once it is determined that sufficient monies have been collected to fund all fee related projects

The City must make this information available for public review and must also present it at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public.

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted:

1. Identify the purpose to which the fee is to be put

2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged

3. Identify all sources and amounts of funding anticipated to complete financing any incomplete improvements

4. Designate the approximate dates on which funding in item (3) above is expected to be deposited into the fee account

As with the annual disclosure, the five year report must be made public within 180 days after the end of the City's fiscal year and must be reviewed at the next regularly scheduled public meeting. The City must make these findings; otherwise, the law requires that the City refund the money on a prorated basis to the then current record owners of the development project.

EXHIBIT 2

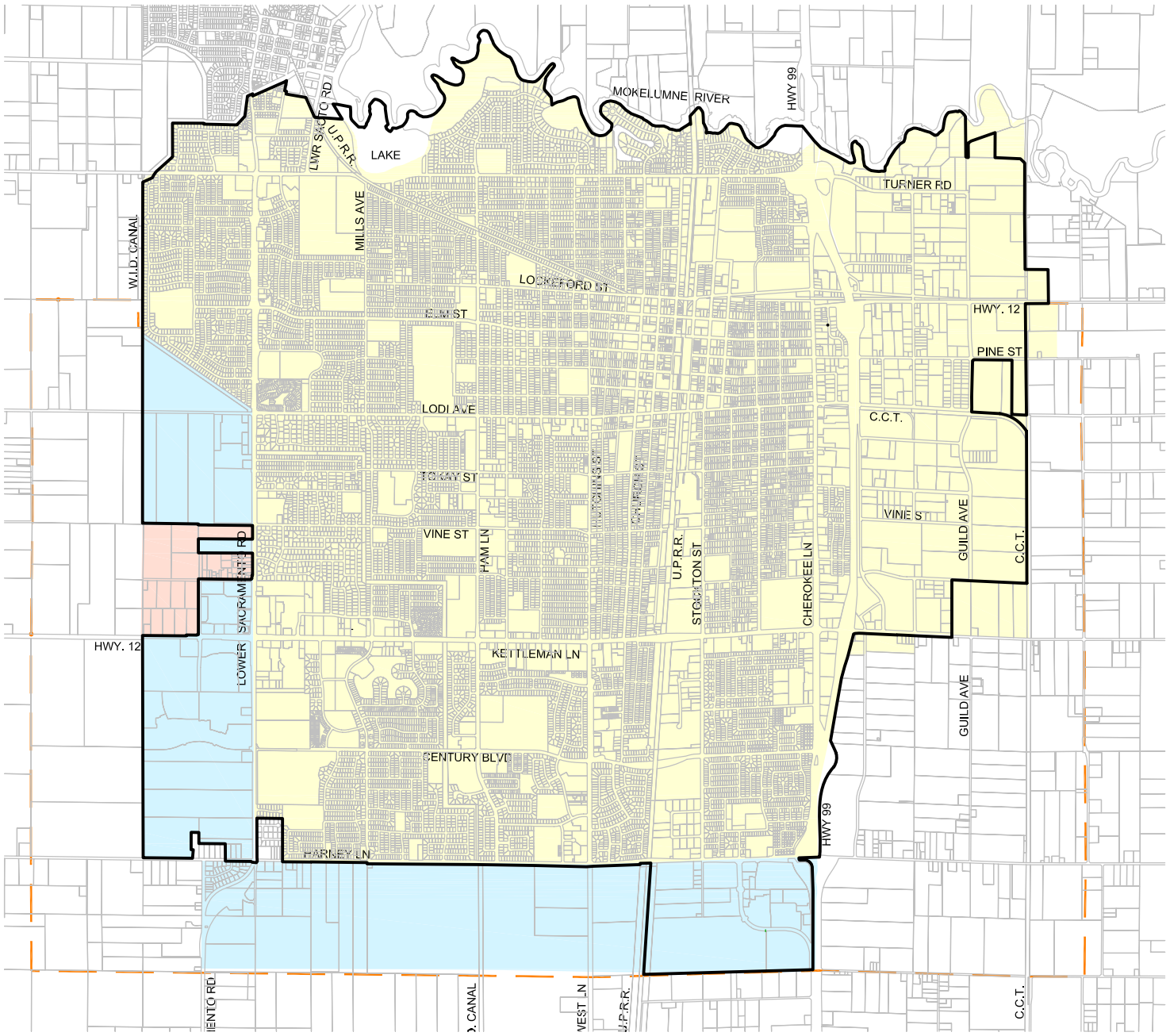



Figure 6-1

# STORM DRAINAGE FEE ZONES

## LEGEND

- 2012 CITY LIMITS
- GENERAL PLAN LIMITS
- ZONE 1
- DEVELOPER CONSTRUCTED
- FUTURE ANALYSIS
- ZONE 2

N

0 1/8 1/4 3/8 1/2 MILE
0 1200 2400 3600 FEET

City of Lodi
PUBLIC WORKS DEPARTMENT

Harris & Associates

H:\Lodi\ SDFundingExhibit 07/18/12 09:12 jmains

# Development Impact Mitigation Program
# Schedule of Reduced Fees [1]

| Land Use Category | Total Fee per Unit | Streets Fee/Unit | Police Fee/Unit | Fire Fee/Unit | Parks & Recreation Fee/Unit | General City Fee/Unit | Art In Public Places Fee/Unit |
|---|---|---|---|---|---|---|---|
| **Residential** | | | | | | | |
| Low Density | $5,940 [2] | $289 | $307 | $157 | $1,584 | $251 | $33 |
| Medium Density | $5,439 [2] | $157 | $258 | $132 | $1,334 | $211 | $27 |
| High Density | $1,792 [3] | $157 | $215 | $110 | $1,111 | $176 | $23 |

| Land Use Category | Total Fee per 1000 Bldg SF | Streets Fee/1000 Bldg SF | Police Fee/1000 Bldg SF | Fire Fee/1000 Bldg SF | Parks & Recreation Fee/1000 Bldg SF | General City Fee/1000 Bldg SF | Art In Public Places Fee/1000 Bldg SF |
|---|---|---|---|---|---|---|---|
| **Commercial** | | | | | | | |
| Retail | $2,578 [3] | $1,199 | $330 | $338 | $406 | $270 | $35 |
| Office | $3,079 [3] | $872 | $528 | $540 | $650 | $433 | $56 |
| **Industrial** | $1,179 [3] | $443 | $176 | $180 | $217 | $144 | $19 |

## Water/Wastewater Capacity Fees

### Residential
Fee/Meter

| Meter Size | Water Fee | Sewer Fee |
|---|---|---|
| 5/8" | $846 | $1,152 |
| 3/4" | $1,263 | $1,720 |
| 1" | $2,109 | $2,873 |
| 1 1/2" | $4,206 | $5,728 |
| 2" | $6,732 | $9,168 |
| 3" | $12,631 | $17,201 |
| 4" | $21,056 | $28,674 |
| 6" | $42,099 | $57,331 |
| 8" | $67,360 | $91,733 |
| 10" | $96,841 | $131,880 |

### Non-Residential
Fee/Meter

| Meter Size | Water Fee | Sewer Fee |
|---|---|---|
| 5/8" | $2,079 | $2,831 |
| 3/4" | $3,103 | $4,225 |
| 1" | $5,181 | $7,056 |
| 1 1/2" | $10,332 | $14,070 |
| 2" | $16,537 | $22,521 |
| 3" | $31,026 | $42,253 |
| 4" | $51,721 | $70,435 |
| 6" | $103,411 | $140,828 |
| 8" | $165,464 | $225,333 |
| 10" | $237,880 | $323,951 |

1. Fees effective until December 31, 2019. Fees not subject to annual inflationary increases.
2. Includes 3/4" meter for water, 3/4" meter for wastewater and 200 amp electrical fees. Excludes storm drainage fees.
3. Water Capacity Fee, Wastewater Capacity Fee, Electrical Fee and Storm Drainage Fees not standardized. Fees will be adjusted based on information provided by Developer.

## Electrical Fees

### Residential
Fee/Panel

| Panel Size | 208 Volts | 240 Volts | 480 Volts |
|---|---|---|---|
| Single Phase Panal (Amps) | | | |
| 60 | n/a | $101 | n/a |
| 100 | n/a | $168 | n/a |
| 125 | n/a | $210 | n/a |
| 200 | n/a | $336 | n/a |
| 400 | n/a | $673 | n/a |
| 600 | n/a | $1,009 | n/a |

### Non-Residential
Fee/Panel

| Panel Size | 208 Volts | 240 Volts | 480 Volts |
|---|---|---|---|
| Single Phase Panal (Amps) | | | |
| 60 | n/a | $248 | n/a |
| 100 | n/a | $413 | n/a |
| 125 | n/a | $516 | n/a |
| 200 | n/a | $826 | n/a |
| 400 | n/a | $1,652 | n/a |
| 600 | n/a | $2,478 | n/a |

| Panel Size | 208 Volts | 240 Volts | 480 Volts |
|---|---|---|---|
| Three Phase Panal (Amps) | | | |
| 200 | $1,178 | $1,359 | $2,718 |
| 400 | $2,356 | $2,718 | $5,437 |
| 600 | $3,534 | $4,077 | $8,155 |
| 800 | $4,712 | $5,437 | $10,873 |
| 1,000 | $5,890 | n/a | $13,591 |
| 1,200 | $7,068 | n/a | $16,310 |
| 1,600 | $9,423 | n/a | $21,746 |
| 2,000 | $11,779 | n/a | $27,183 |
| 2,500 | $14,724 | n/a | $33,979 |
| 3,000 | $17,669 | n/a | $40,774 |

## Storm Drainage Fees

| Land Use Category | Zone 1 | Zone 2 |
|---|---|---|
| Residential | Cost per Unit | Cost per Unit |
| Low Density | $567 | $1,725 |
| Medium Density | $284 | $862 |
| High Density | $228 | $693 |
| Commercial | Cost per Acre | Cost per Acre |
| Retail | $14,640 | $44,485 |
| Office | $14,640 | $44,485 |
| Industrial | Cost per Acre | Cost per Acre |
| | $15,686 | $31,775 |
| Institutional | | Cost per Acre |
| | | $31,775 |

## South Wastewater Trunk Line Fees

| Land Use Category | |
|---|---|
| Residential | Cost per Unit |
| Low Density | $481 |
| Medium Density | $405 |
| High Density | $337 |
| Commercial | Cost per 1,000 SF |
| Retail | $446 |
| Office | n/a |
| Industrial | Cost per 1,000 SF |
| | n/a |

# Development Impact Mitigation Fees

| Land Use Category | Total Fee per Unit | Streets Fee/Unit | Police Fee/Unit | Fire Fee/Unit | Parks & Recreation Fee/Unit | General City Fee/Unit | Art In Public Places Fee/Unit |
|---|---|---|---|---|---|---|---|
| **Residential** | | | | | | | |
| Low Density | $14,590 [1] | $711 | $753 | $385 | $3,890 | $617 | $80 |
| Medium Density | $13,360 [1] | $386 | $634 | $324 | $3,276 | $519 | $67 |
| High Density | $4,403 [2] | $386 | $528 | $270 | $2,730 | $433 | $56 |

| Land Use Category | Total Fee per 1000 Bldg SF | Streets Fee/1000 Bldg SF | Police Fee/1000 Bldg SF | Fire Fee/1000 Bldg SF | Parks & Recreation Fee/1000 Bldg SF | General City Fee/1000 Bldg SF | Art In Public Places Fee/1000 Bldg SF |
|---|---|---|---|---|---|---|---|
| **Commercial** | | | | | | | |
| Retail | $2,578 [2] | $1,199 | $330 | $338 | $406 | $270 | $35 |
| Office | $3,079 [2] | $872 | $528 | $540 | $650 | $433 | $56 |
| **Industrial** | $1,179 [2] | $443 | $176 | $180 | $217 | $144 | $19 |

## Water/Wastewater Capacity Fees

### Residential Fee/Meter

| Meter Size | Water Fee | Sewer Fee |
|---|---|---|
| 5/8" | $2,079 | $2,831 |
| 3/4" | $3,103 | $4,225 |
| 1" | $5,181 | $7,056 |
| 1 1/2" | $10,332 | $14,070 |
| 2" | $16,537 | $22,521 |
| 3" | $31,026 | $42,253 |
| 4" | $51,721 | $70,435 |
| 6" | $103,411 | $140,828 |
| 8" | $165,464 | $225,333 |
| 10" | $237,880 | $323,951 |

### Non-Residential Fee/Meter

| Meter Size | Water Fee | Sewer Fee |
|---|---|---|
| 5/8" | $2,079 | $2,831 |
| 3/4" | $3,103 | $4,225 |
| 1" | $5,181 | $7,056 |
| 1 1/2" | $10,332 | $14,070 |
| 2" | $16,537 | $22,521 |
| 3" | $31,026 | $42,253 |
| 4" | $51,721 | $70,435 |
| 6" | $103,411 | $140,828 |
| 8" | $165,464 | $225,333 |
| 10" | $237,880 | $323,951 |

1. Includes 3/4" meter for water, 3/4" meter for wastewater and 200 amp electrical fees. Excludes storm drainage fees.
2. Water Capacity Fee, Wastewater Capacity Fee, Electrical Fee and Storm Drainage Fees not standardized. Fees will be adjusted based on information provided by Developer.

| Electrical Fees | | | |
|---|---|---|---|
| Fee/Panel | | | |
| Panel Size | 208 Volts | 240 Volts | 480 Volts |
| Single Phase Panal (Amps) | | | |
| 60 | n/a | $248 | n/a |
| 100 | n/a | $413 | n/a |
| 125 | n/a | $516 | n/a |
| 200 | n/a | $826 | n/a |
| 400 | n/a | $1,652 | n/a |
| 600 | n/a | $2,478 | n/a |

| Panel Size | 208 Volts | 240 Volts | 480 Volts |
|---|---|---|---|
| Three Phase Panal (Amps) | | | |
| 200 | $1,178 | $1,359 | $2,718 |
| 400 | $2,356 | $2,718 | $5,437 |
| 600 | $3,534 | $4,077 | $8,155 |
| 800 | $4,712 | $5,437 | $10,873 |
| 1,000 | $5,890 | n/a | $13,591 |
| 1,200 | $7,068 | n/a | $16,310 |
| 1,600 | $9,423 | n/a | $21,746 |
| 2,000 | $11,779 | n/a | $27,183 |
| 2,500 | $14,724 | n/a | $33,979 |
| 3,000 | $17,669 | n/a | $40,774 |

| Storm Drainage Fees | | |
|---|---|---|
| Land Use Category | Zone 1 | Zone 2 |
| **Residential** | Cost per Unit | Cost per Unit |
| Low Density | $1,394 | $4,237 |
| Medium Density | $697 | $2,118 |
| High Density | $561 | $1,703 |
| **Commercial** | Cost per Acre | Cost per Acre |
| Retail | $14,640 | $44,485 |
| Office | $14,640 | $44,485 |
| **Industrial** | Cost per Acre | Cost per Acre |
| | $15,686 | $47,663 |

| South Wastewater Trunk Line Fees | |
|---|---|
| Land Use Category | |
| **Residential** | Cost per Unit |
| Low Density | $1,181 |
| Medium Density | $994 |
| High Density | $829 |
| **Commercial** | Cost per 1,000 SF |
| Retail | $1,096 |
| Office | n/a |
| **Industrial** | Cost per 1,000 SF |
| | n/a |

RESOLUTION NO. 2012-141

A RESOLUTION OF THE LODI CITY COUNCIL CERTIFYING THE NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR MASTER PLANS FOR WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; STATE CLEARINGHOUSE NO. 2012062045

==========

WHEREAS, the City Council of the City of Lodi has heretofore held a duly noticed public hearing, as required by law, on the master plans for water, wastewater, storm drainage, and bicycle in accordance with the Government Code; and

WHEREAS, the project proponent is City of Lodi, Public Works Department, 221 West Pine Street, Lodi, CA, 95240; and

WHEREAS, an Initial Study/Negative Declaration (State Clearinghouse No. 2012062045) was prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines provided thereunder. The Community Development Department has determined that all environmental impacts that result from this project consisting of the four infrastructure master plans has been "less than significant" or "no impact" for all four master plans; and

WHEREAS, the Notice of Availability (NOA) of the Draft Initial Study/Negative Declaration was prepared and distributed to reviewing agencies on Wednesday, June 13,2012; and

WHEREAS, the required 30-day review period for this project commenced on Thursday, June 14,2012 and ended on Friday, July 13,2012; and

WHEREAS, City received two written comments during the public review period and the comments were responded to and incorporated into the Final Mitigated Negative Declaration; and

WHEREAS, staff recommends that the City Council approve the filing of a Mitigated Negative Declaration by the Community Development Director as adequate environmental documentation for the project; and

WHEREAS, all legal prerequisites to the approval of this request have occurred.

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council has reviewed all documentation and hereby certifies the Negative Declaration as adequate environmental documentation for the master plans for water, wastewater, storm drainage, and bicycle (State Clearinghouse No. 2012062045).

Dated: August 15, 2012

==========

I hereby certify that Resolution No. 2012-141 was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 15, 2012, by the following vote:

**AYES:** COUNCIL MEMBERS – Hansen, Johnson, Katzakian, Nakanishi, and Mayor Mounce

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None

RANDI JOHL
City Clerk

RESOLUTION NO. 2012-142

A RESOLUTION OF THE LODI CITY COUNCIL APPROVING MASTER PLANS FOR WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; APPROVING IMPACT MITIGATION FEE PROGRAM REPORT AND SCHEDULE OF FEES; AND APPROVING IMPACT MITIGATION FEE PROGRAM SCHEDULE OF REDUCED FEES

WHEREAS, in 1991, City Council approved the Impact Mitigation Fee Program (IMFP) that established impact fees in the categories of water, wastewater, storm drainage, streets, police, fire, parks, and general City facilities. An electric utility impact fee was established in 2007. With the 2010 adoption of the new General Plan for the City, it is the proper time to perform an overhaul of the IMFP; and

WHEREAS, master plans for water, wastewater, storm drainage, and bicycle infrastructure have been prepared in conjunction with the IMFP and an initial study/mitigated negative declaration for the master plans has been prepared and distributed for public comments by the Community Development Department; and

WHEREAS, the IMFP Report presents details regarding the assumptions, methodologies, facilities standards, projects, costs, and cost allocation factors used to establish the nexus between the fees and the development upon which the fees will be levied. The Technical Appendix to the report includes the detailed project descriptions, cost estimates, cost allocation factors, and fee calculations; and

WHEREAS, the IMFP Report has been distributed to representatives of the building community and others that expressed interest in the project, and a copy was made available to the public at the Public Works Department and on the City's website; and

WHEREAS, a public hearing was held to receive public comment on the master plans, the IMFP Report and Schedule of Fees and the IMFP Schedule of Reduced Fees.

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby approve the master plans for water, wastewater, storm drainage, and bicycle; and

BE IT FURTHER RESOLVED that the City Council does hereby approve the Impact Mitigation Fee Program Report and Schedule of Fees, attached hereto as Exhibit A; and

BE IT FURTHER RESOLVED that the City Council does hereby approve the Impact Mitigation Fee Program Schedule of Reduced Fees, attached hereto as Exhibit B.

Dated: August 15, 2012

I hereby certify that Resolution No. 2012-142 was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 15, 2012, by the following vote:

AYES: COUNCIL MEMBERS – Hansen, Johnson, Katzakian, Nakanishi, and Mayor Mounce

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None

RANDI JOHL
City Clerk

# Exhibit A
# Impact Mitigation Fee Program
# Schedule of Fees

**Table A-1: Water and Wastewater Fees**

| Meter Size | Water | Wastewater |
|---|---|---|
| 5/8-inch meter | $2,079 | $2,831 |
| 3/4-inch meter | $3,103 | $4,225 |
| 1-inch meter | $5,181 | $7,056 |
| 1 1/2-inch meter | $10,332 | $14,070 |
| 2-inch meter | $16,537 | $22,521 |
| 3-inch meter | $31,026 | $42,253 |
| 4-inch meter | $51,721 | $70,435 |
| 6-inch meter | $103,411 | $140,828 |
| 8-inch meter | $165,464 | $225,333 |
| 10-inch meter | $237,880 | $323,951 |

| | RESIDENTIAL LAND USES | | | NON-RESIDENTIAL LAND USES | | |
|---|---|---|---|---|---|---|
| | Low Density | Medium Density | High Density | Retail | Office/ Medical | Industrial |
| **Fee Component** | (per Unit) | (per Unit) | (per Unit) | (per 1,000 SF) | (per 1,000 SF) | (per 1,000 SF) |
| Transportation | $711 | $386 | $386 | $1,199 | $872 | $443 |
| Police | $753 | $634 | $528 | $330 | $528 | $176 |
| Fire | $385 | $324 | $270 | $338 | $540 | $180 |
| **Park** | $3,890 | $3,276 | $2,730 | $406 | $650 | $217 |
| General City Facilities | $617 | $519 | $433 | $270 | $433 | $144 |
| **Art** in Public Places | $80 | $67 | $56 | $35 | $56 | $19 |

| | 240 Volts |
|---|---|
| **Single Phase Panel** | |
| 60 amps | $248 |
| 100 amps | $413 |
| 125 amps | $516 |
| 200 amps | $826 |
| 400 amps | $1,652 |
| 600 amps | $2,478 |

**Table A-4: Non-Residential Electric Utility Fees**

| | 208 Volts | 240 Volts | 480 Volts |
|---|---|---|---|
| **Single Phase Panel** | | | |
| 60 amps | n/a | $248 | n/a |
| 100 amps | n/a | $413 | n/a |
| 125 amps | n/a | $516 | n/a |
| 200 amps | n/a | $826 | n/a |
| 400 amps | n/a | $1,652 | n/a |
| 600 amps | n/a | $2,478 | n/a |
| **Three Phase Panel** | | | |
| 200 amps | $1,178 | $1,359 | $2,718 |
| 400 amps | $2,356 | $2,718 | $5,437 |
| 600 amps | $3,534 | $4,077 | $8,155 |
| 800 amps | $4,712 | $5,437 | $10,873 |
| 1000 amps | $5,890 | n/a | $13,591 |
| 1200 amps | $7,068 | n/a | $16,310 |
| 1600 amps | $9,423 | n/a | $21,746 |
| 2000 amps | $11,779 | n/a | $27,183 |
| 2500 amps | $14,724 | n/a | $33,979 |
| 3000 amps | $17,669 | n/a | $40,774 |

| Fee Component | RESIDENTIAL LAND USES Low Density (per Unit) | Medium Density (per Unit) | High Density (per Unit) | NON-RESIDENTIAL LAND USES Retail (per Acre) | Office/ Medical (per Acre) | Industrial (per Acre) |
|---|---|---|---|---|---|---|
| Storm Drainage - Zone 1 | $1,394 | $697 | $561 | $14,640 | $14,640 | $15,686 |
| Storm Drainage - Zone 2 | $4,237 | $2,118 | $1,703 | $44,485 | $44,485 | $47,663 |

| Fee Component | RESIDENTIAL LAND USES Low Density (per Unit) | Medium Density (per Unit) | High Density (per Unit) | NON-RESIDENTIAL LAND USES Retail (per 1,000 sf) | Office/ Medical (per 1,000 sf) | Industrial (per 1,000 sf) |
|---|---|---|---|---|---|---|
| South Wastewater Trunk Line' | $1,181 | $994 | $829 | $1,096 | n/a | n/a |

# Exhibit B
# Impact Mitigation Fee Program
# Schedule of Reduced Fees

**Table B-1: Water and Wastewater Fees**

| | Residential | | Non-Residential | |
|---|---|---|---|---|
| **Meter Size** | **Water** | **Wastewater** | **Water** | **Wastewater** |
| 5/8-inch meter | $846 | $1,152 | $2,079 | $2,831 |
| 3/4-inch meter | $1,263 | $1,720 | $3,103 | $4,225 |
| 1-inch meter | $2,109 | $2,873 | $5,181 | $7,056 |
| 1 1/2-inch meter | $4,206 | $5,728 | $10,332 | $14,070 |
| 2-inch meter | $6,732 | $9,168 | $16,537 | $22,521 |
| 3-inch meter | $12,631 | $17,201 | $31,026 | $42,253 |
| 4-inch meter | $21,056 | $28,674 | $51,721 | $70,435 |
| 5-inch meter | $42,099 | $57,331 | $103,411 | $140,828 |
| 8-inch meter | $67,360 | $91,733 | $165,464 | $225,333 |
| 10-inch meter | $96,841 | $131,880 | $237,880 | $323,951 |

**Table B-2: Transportation, Police, Fire, General City Facilities, Park and Art in Public Places Fees**

| | RESIDENTIAL LAND USES | | | NON-RESIDENTIAL LAND USES | | |
|---|---|---|---|---|---|---|
| | **Low Density** | **Medium Density** | **High Density** | **Retail** | **Office/ Medical** | **Industrial** |
| **Fee Component** | (per Unit) | (per Unit) | (per Unit) | (per 1,000 SF) | (per 1,000 SF) | (per 1,000 SF) |
| Transportation | $289 | $157 | $157 | $1,199 | $872 | $443 |
| Police | $307 | $258 | $215 | $330 | $528 | $176 |
| Fire | $157 | $132 | $110 | $338 | $540 | $180 |
| Park | $1,584 | $1,334 | $1,111 | $406 | $650 | $217 |
| General City Facilities | $251 | $211 | $176 | $270 | $433 | $144 |
| **Art** in Public Places | $33 | $27 | $23 | $35 | $56 | $19 |

**Table B-3: Residential Electric Utility Fees**

| | 240 Volts |
|---|---|
| **Single Phase Panel** | |
| 60 amps | $101 |
| 100 amps | $168 |
| 125 amps | $210 |
| 200 amps | $336 |
| 400 amps | $673 |
| 600 amps | $1,009 |

**Table B-4: Non-Residential Electric Utility Fees**

| | 208 Volts | 240 Volts | 480 Volts |
|---|---|---|---|
| **Single Phase Panel** | | | |
| 60 amps | nfa | $248 | n/a |
| 100 amps | n/a | $413 | n/a |
| 125 amps | n/a | $516 | n/a |
| 200 amps | n/a | $826 | n/a |
| 400 amps | n/a | $1,652 | n/a |
| 600 amps | n/a | $2,478 | n/a |
| **Three Phase Panel** | | | |
| 200 amps | $1,178 | $1,359 | $2,718 |
| 400 amps | $2,356 | $2,718 | $5,437 |
| 600 amps | $3,534 | $4,077 | $8,155 |
| 800 amps | $4,712 | $5,437 | $10,873 |
| 1000 amps | $5,890 | n/a | $13,591 |
| 1200 amps | $7,068 | n/a | $16,310 |
| 1600 amps | $9,423 | n/a | $21,746 |
| 2000 amps | $11,779 | n/a | $27,183 |
| 2500 amps | $14,724 | n/a | $33,979 |
| 3000 amps | $17,669 | n/a | $40,774 |

## Table B-5: Storm Drainage Fees

| | RESIDENTIAL LAND USES | | | NON-RESIDENTIAL LAND USES | | |
|---|---|---|---|---|---|---|
| | Low Density (per Unit) | Medium Density (per Unit) | High Density (per Unit) | Retail (per Acre) | Office/ Medical (per Acre) | Industrial (per Acre) |
| Storm Drainage - Zone 1 | $567 | $284 | $228 | $14,640 | $14,640 | $15,686 |
| Storm Drainage - Zone 2 | $1,725 | $862 | $693 | $44,485 | $44,485 | $47,663 |

| | RESIDENTIAL LAND USES | | | NON-RESIDENTIAL LAND USES | | |
|---|---|---|---|---|---|---|
| Fee Component | Low Density (per Unit) | Medium Density (per Unit) | High Density (per Unit) | Retail (per 1,000 sf) | Office/ Medical (per 1,000 sf) | Industrial (per 1,000 sf) |
| South Wastewater Trunk Line' | $481 | $405 | $337 | $446 | n/a | n/a |

1

The City of Lodi

**Public Works Engineering**


# Impact Mitigation Fee Program

Agenda Item G-01

August 15, 2012

# History

- 5 Shirtsleeve Presentations
- 4 Program Development Meetings
- 10 Project Meetings

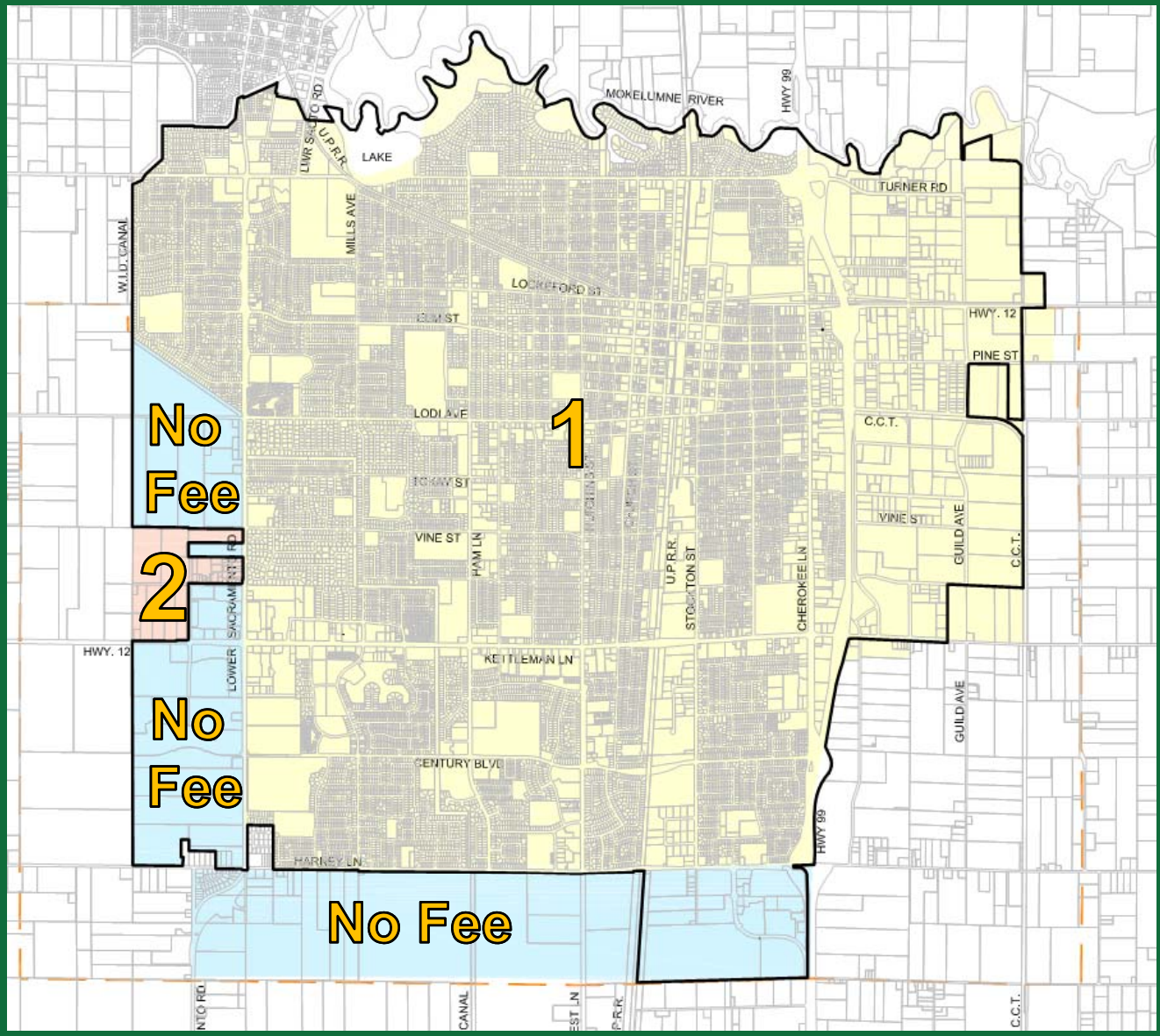
# Changes to Program

- No Over Sizing Reimbursement
- Water and Wastewater Capacity Charge Based Upon Water Meter Size
- Developer Constructs Roads (Except Median)
- Electric Capacity Charge Based Upon Panel Size
- Electric Capacity Charge Applies City-Wide

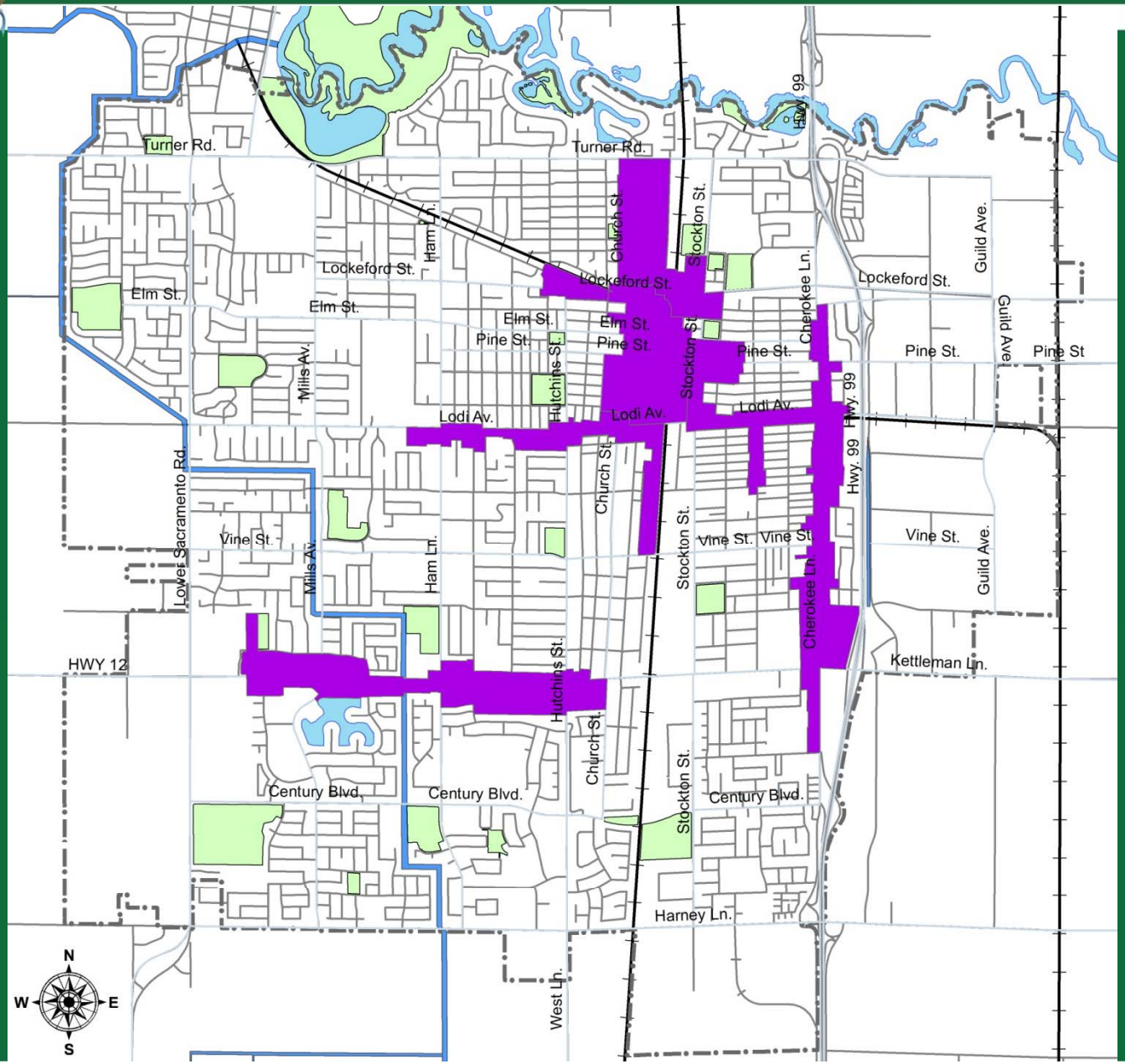
# Changes to Program

- Developer Constructs Neighborhood Parks
- Developer Constructs Storm Drainage Facilities
- Art In Public Places Stand Alone Fee
- Residential Fees Based Upon Unit (DUE)
- Non-Residential Fees Based Upon 1,000 SF (Except Storm Drainage)
- Limited Exceptions (Except Transportation)

# Storm Drainage



# Incentive Zones



# Incentive Zones

| | Downtown Mixed Use | Corridor Mixed Use |
|---|---|---|
| Water Capacity | ✓ | ✓ |
| Wastewater Capacity | ✓ | ✓ |
| Storm Drainage | | |
| Transportation | | |
| Police | | |
| Fire | | |
| Electric | ✓ | ✓ |
| Parks | | |
| General City Facilities | | |
| Art In Public Places | ✓ | ✓ |

# Recommended Fee Program

1. Mutual agreement with development community
2. Incentivize residential development
3. 60% reduction of all residential fees
4. No reduction of non-residential fees
5. Residential fees effective through December 31, 2019
6. Adopt non-discounted fees effective January 1, 2020
7. First Update ready for implementation January 1, 2020

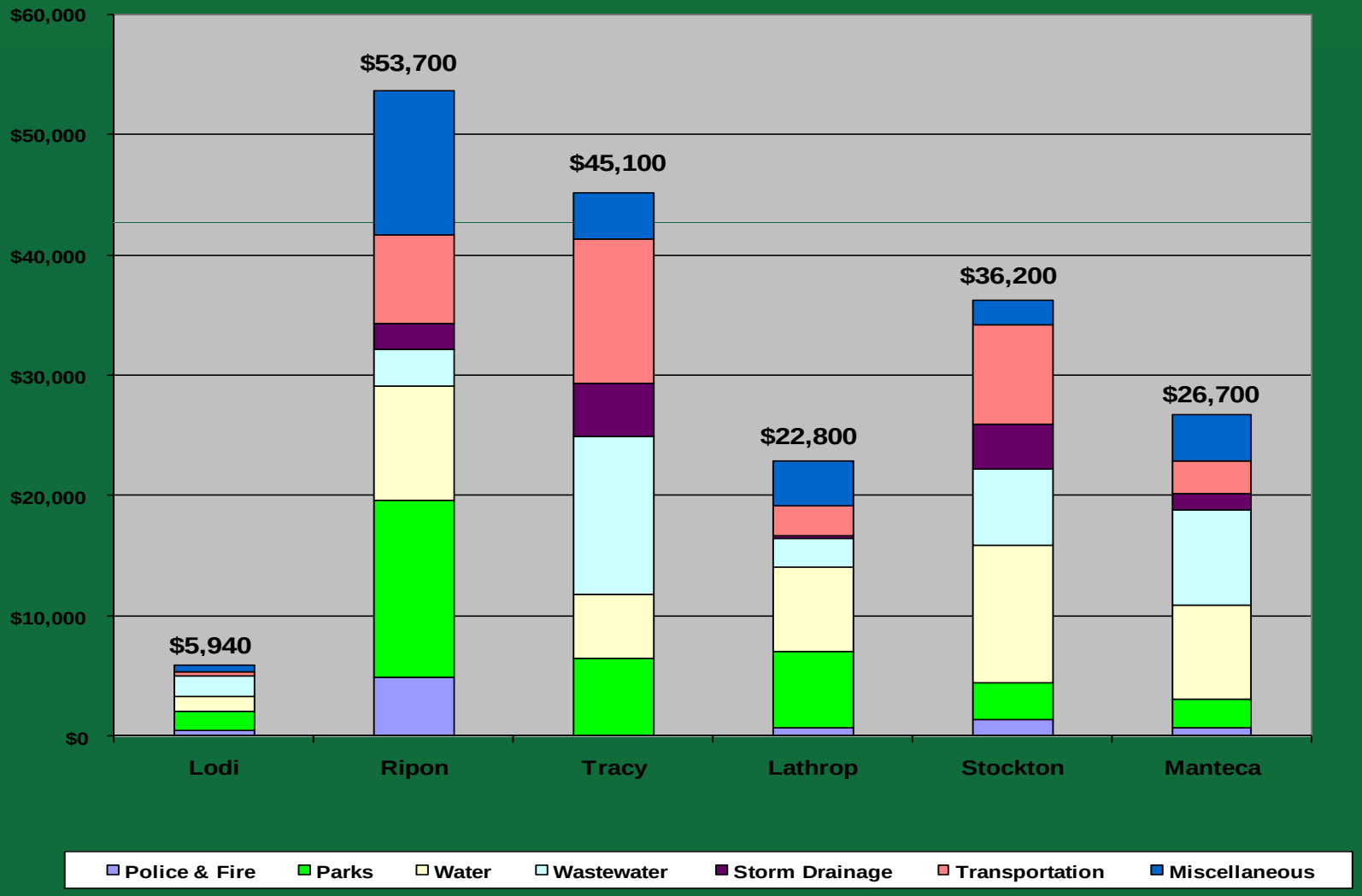
# Residential – Low Density

| Fee Component | Existing Fees *(per Unit)* | New Fees *(per Unit)* |
|---|---|---|
| Water | $954 | $1,263 |
| Wastewater | $7,675 | $1,720 |
| Storm Drainage | $3,487 | $0 |
| Transportation | $2,713 | $289 |
| Police | $375 | $307 |
| Fire | $366 | $157 |
| Electric | $845 | $336 |
| Park | $5,266 | $1,584 |
| General City Facilities | $1,514 | $251 |
| Art in Public Places | 2% Included in Fee | $33 |
| TOTAL | $23,195/Unit | $5,940/Unit |

# Commercial Office – 7,900 SF

| Fee Component | Existing Fees *(per Acre)* | New Fees *(per 1,000 SF)* |
|---|---|---|
| Water | $7,541 | $13,436 |
| Wastewater | $6,140 | $4,225 |
| Storm Drainage | $57,328 | $30,158 |
| Transportation | $109,646 | $6,932 |
| Police | $17,234 | $4,198 |
| Fire | $11,138 | $4,293 |
| Electric | $0 | $5,437 |
| Park | $35,150 | $5,168 |
| General City Facilities | $28,632 | $3,442 |
| Art in Public Places | 2% Included in Fee | $445 |
| TOTAL | $272,809 | $77,734 |

# Fee Comparison – per Single Family Unit



# Recommended Actions

- ✓Conduct Public Hearing
- ✓Adopt Resolutions
  1. Certifying Negative Declaration for Master Plans
  2. Approving Master Plans
  3. Approving IMF Report and Schedule of Fees
  4. Approving Schedule of Reduced Fees

# DECLARATION OF POSTING

CONTINUED PUBLIC HEARING TO CONSIDER:
A) RESOLUTION APPROVING MASTER PLANS FOR WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; B) CERTIFYING THE NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR THE MASTER PLANS FOR THE WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; C) RESOLUTION APPROVING IMPACT MITIGATION FEE PROGRAM REPORT; AND D) RESOLUTION APPROVING IMPACT MITIGATION FEE PROGRAM SCHEDULE OF FEES

On Thursday, August 2, 2012, in the City of Lodi, San Joaquin County, California, a Notice of Continued Public Hearing to consider: a) Resolution approving Master Plans for Water, Wastewater, Storm Drainage, and Bicycle; **b)** Certifying the Negative Declaration as adequate environmental documentation for the Master Plans for the Water, Wastewater, Storm Drainage, and Bicycle; c) Resolution approving Impact Mitigation Fee Program Report; and d) Resolution approving Impact Mitigation Fee Program Schedule of Fees (attached and marked as Exhibit A) was posted at the following locations:

Lodi Public Library
Lodi City Clerk's Office
Lodi City Hall Lobby
Lodi Carnegie Forum

**I** declare under penalty of perjury that the foregoing **is** true and correct.

Executed on August 2, 2012, at Lodi, California.

ORDERED BY:

**RANDI** JOHL
CITY CLERK

Jennifer M Robison

JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK

MARIA BECERRA
ADMINISTRATIVE CLERK

N:\Administration\CLERK\Forms\DECPOSTPW.DOC

# CITY OF LODI

**Carnegie Forum**
**305 West Pine Street, Lodi**

**Date: August 15,2012**
**Time: 7:00 p.m.**

For information regarding this notice please contact:
**Randi Johl,**
**City Clerk**
**Telephone: (209) 333-6702**

EXHIBIT A

NOTICE OF CONTINUED PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Wednesday, August 15, 2012, at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing at the Carnegie Forum, 305 West Pine Street, Lodi, to consider the following matter:

a) Resolution approving Master Plans for Water, Wastewater, Storm Drainage, and Bicycle;

b) Certifying the Negative Declaration as adequate environmental documentation for the Master Plans for the Water, Wastewater, Storm Drainage, and Bicycle;

c) Resolution approving Impact Mitigation Fee Program Report; and

d) Resolution approving Impact Mitigation Fee Program Schedule of Fees.

Information regarding this item may be obtained in the Public Works Department, 221 West Pine Street, Lodi, (209) 333-6706. **All** interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk, City Hall, 221 West Pine Street, 2nd Floor, Lodi, 95240, at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the close of the public hearing.

By Order of the Lodi City Council:

Randi Johl
City Clerk

Dated: August 1, 2012

Approved as to form:

D. Stephen Schwabauer
City Attorney

***Please immediately confirm receipt of this fax by calling 333-6702***

**CITY** OF LODI
P. O. BOX 3006
LODI, **CALIFORNIA** 95241-1910

## ADVERTISING INSTRUCTIONS

**SUBJECT:** **PUBLIC HEARING TO CONSIDER:**
A) RESOLUTION APPROVING MASTER PLANS FOR WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; **B)** CERTIFYING THE NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR THE MASTER PLANS FOR THE WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; C) RESOLUTION APPROVING IMPACT MITIGATION FEE PROGRAM REPORT; AND D) RESOLUTION APPROVING IMPACT MITIGATION FEE PROGRAM SCHEDULE OF FEES

**PUBLISH DATE:** **SATURDAY, JUNE 30,2012**

**LEGAL AD**

TEAR SHEETS WANTED: **One (1) please**

SEND AFFIDAVIT AND BILL TO:
**LNS ACCT. #0510052**

RANDI JOHL, CITY CLERK
City of Lodi
P.O. Box 3006
Lodi, CA 95241-1910

DATED: TUESDAY, JUNE 26,2012

ORDERED B Y RANDI JOHL
**CITY** CLERK

Jennifer M. Robison

JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK

MARIA BECERRA
ADMINISTRATIVE CLERK

**Verify Appearance of this Legal in the Newspaper – Copy to File**

Faxed to the Sentinel at 369-1084 at _____(time) on _____(date) _____(pages)
LNS _____ Phoned to confirm receipt of all pages at _____(time) ___CF ___MB ___JMR (initials)

forms\advins.doc

# DECLARATION OF 1

**PUBLIC HEARING TO CONSIDER:**
**A) RESOLUTION APPROVING MASTER PLANS FOR WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; B) CERTIFYING THE NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR THE MASTER PLANS FOR THE WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; C) RESOLUTION APPROVING IMPACT MITIGATION FEE PROGRAM REPORT; AND D) RESOLUTION APPROVING IMPACT MITIGATION FEE PROGRAM SCHEDULE OF FEES**

On Tuesday, June 26, 2012, in the City of Lodi, San Joaquin County, California, a Notice of Public Hearing to consider: a) Resolution approving Master Plans for Water, Wastewater, Storm Drainage, and Bicycle; b) Certifying the Negative Declaration as adequate environmental documentation for the Master Plans for the Water, Wastewater, Storm Drainage, and Bicycle; c) Resolution approving Impact Mitigation Fee Program Report; and d) Resolution approving Impact Mitigation Fee Program Schedule of Fees (attached and **marked** as Exhibit A) was posted at the following locations:

Lodi Public Library
Lodi City Clerk's Office
Lodi City Hall Lobby
Lodi Carnegie Forum

I declare under penalty of perjury that the foregoing is true and correct.

Executed on June 26, 2012, at Lodi, California.

ORDERED BY:

**RANDI JOHL**
**CITY CLERK**

JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK

MARIA BECERRA
ADMINISTRATIVE CLERK

N:\Administration\CLERK\Forms\DECPOSTPW.DOC

# DECLARATION OF MAILING

**PUBLIC** HEARING TO CONSIDER:
A) RESOLUTION APPROVING MASTER PLANS FOR WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; **B)** CERTIFYING THE NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR THE MASTER PLANS FOR THE WATER, WASTEWATER, STORM DRAINAGE, AND BICYCLE; C) RESOLUTION APPROVING IMPACT MITIGATION FEE PROGRAM REPORT; AND D) RESOLUTION APPROVING IMPACT MITIGATION FEE PROGRAM SCHEDULE OF FEES

On Tuesday, June 26, 2012, in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing Notice of Public Hearing to consider: a) Resolution approving Master Plans for Water, Wastewater, Storm Drainage, and Bicycle; **b)** Certifying the Negative Declaration as adequate environmental documentation for the Master Plans for the Water, Wastewater, Storm Drainage, and Bicycle; c) Resolution approving Impact Mitigation Fee Program Report; and d) Resolution approving Impact Mitigation Fee Program Schedule of Fees, attached hereto marked Exhibit A. The mailing list for said matter is attached hereto, marked Exhibit 6.

There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on June 26, 2012, at Lodi, California.

ORDERED BY:

**RANDI JOHL**
**CITY CLERK, CITY OF LODI**

JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK

MARIA BECERRA
ADMINISTRATIVE CLERK

Forms/decmail.doc

# CITY OF LODI

**Carnegie Forum**
**305 West Pine Street, Lodi**

## NOTICE OF PUBLIC HEARING

**Date: August 1, 2012**
**Time: 7:00 p.m.**

For information regarding this notice please contact:
**Randi Johl,**
**City Clerk**
**Telephone: (209) 333-6702**

EXHIBIT A

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Wednesday, August 1, 2012, at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing at the Carnegie Forum, 305 West Pine Street, Lodi, to consider the following matter:

a) Resolution approving Master Plans for Water, Wastewater, Storm Drainage, and Bicycle;

b) Certifying the Negative Declaration as adequate environmental documentation for the Master Plans for the Water, Wastewater, Storm Drainage, and Bicycle;

c) Resolution approving Impact Mitigation Fee Program Report; and

d) Resolution approving Impact Mitigation Fee Program Schedule of Fees.

Information regarding this item may be obtained in the Public Works Department, 221 West Pine Street, Lodi, (209) 333-6706. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk, City Hall, 221 West Pine Street, 2nd Floor, Lodi, 95240, at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the close of the public hearing.

By Order of the Lodi City Council:

Randi Johl
City Clerk

Dated: June 20, 2012

Approved as to form:

D. Stephen Schwabauer
City Attorney

EXHIBIT B

| NAME | ADDRESS |
|---|---|
| A FRED BAKER | PO BOX 1510<br>LODI CA 95241-1510 |
| DELMAR BATCH | 11174 N DAVIS RD<br>LODI CA 95242 |
| STEVE SINNOCK<br>KJELDSEN SINNOCK & NEUDECK | PO BOX 844<br>STOCKTON CA 95201-0844 |
| LOWELL FLEMMER<br>KATZAKIANWILLIAMS SHERMAN | 777 S HAM LN STE A<br>LODI CA 95242 |
| JOHN GIANNONI<br>GIANNONI DEVELOPMENT | 1500W EL CAMINO AVE STE 192<br>SACRAMENTO CA 95833 |
| JEFFREY KIRST<br>TOKAY DEVELOPMENT INC | PO BOX 1259<br>WOODBRIDGE CA 95258 |
| LUSD | 1305 E VINE ST<br>LODI CA 95240 |
| BAUMBACH & PIAZZA<br>STEVE PECHIN | 323 W ELM ST<br>LODI CA 95240 |
| DARRELL SASAKI<br>DRS REAL ESTATE APPRAISALS INC | 1806 W KETTLEMAN LN STE G<br>LODI CA 95242 |
| RON THOMAS<br>R THOMAS DEVELOPMENT INC | 1209 W TOKAY<br>LODI CA 95240 |
| LEX CORALES<br>SIEGFRIED & ASSOCIATES | 4045 CORONADO AVE<br>STOCKTON CA 95204 |
| WENTLAND SNIDER MCINTOSH | 301 S HAM LN STE A<br>LODI CA 95242 |
| TOM DAVIS<br>LEE & ASSOCIATES<br>SAN JOAQUIN PARTNERSHIP | 241 FRANK WEST CIR STE 300<br>STOCKTON CA 95206<br>2800 W MARCH LN STE 470<br>STOCKTON CA 95219 |
| PAT PATRICK<br>LODI DISTRICT CHAMBER OF<br>SOMMERCE | 35 S SCHOOL ST<br>LODI CA 95240 |
| MARK CHANDLER EXEC DIRECTOR<br>LODI WOODBRIDGE WINEGRAPE<br>COMMISSION | 2545 W TURNER RD<br>LODI CA 95242 |
| HARRIS & ASSOCIATES<br>ALISON BOULEY | 2315 ORCHARD PKWY STE 120<br>TRACY CA 95377 |
| GOODWIN CONSULTING GROUP<br>VICTOR IRZYK | 555 UNIVERSITY AVE STE 280<br>SACRAMENTO CA 95825 |
| FEHR & PEERS<br>IULIE MORGAN | 100 PRINGLE AVE STE 600<br>WALNUT CREEK CA 94596 |
| VALLIER DESIGN ASSOCIATES INC<br>MARCIA VALLIER | 210 WASHINGTON AVE STE G<br>POINT RICHMOND CA 94801 |
| BENNETT HOMES<br>DENNIS BENNETT/RODNEY BOVEE | 1610 W KETTLEMAN LN STE A<br>LODI CA 95242 |
| TOKAY DEVELOPMENT<br>JEFFREY KIRST/KRYSTAL KIRST | 222 W LOCKEFORD ST STE I<br>LODI CA 95240 |
| BROWMAN DEVELOPMENT COMPANY<br>DARRYL BROWMAN/VIC DE MELO | 1556 PARKSIDE DR<br>WALNUT CREEK CA 94596 |

| | |
|---|---|
| DILLON & MURPHY | PO **BOX** 2180<br>LODI CA 95241 |
| DGP REAL ESTATE<br>MICHAEL CAROUBA | 1420 S MILLS AVE STE K<br>LODI CA 95242 |
| RPM COMPANY<br>DALE GILLESPIE | 1420 S MILLS AVE STE M<br>LODI CA 95242 |
| BIA OF THE DELTA<br>JOHN BECKMAN | 315 N SAN JOAQUIN ST STE 202<br>STOCKTON CA 95202 |
| FCB HOMES<br>TOM DOUCETTE | 10100 TRINITY PKWY STE 420<br>STOCKTON CA 95219 |
| MUNSON CONSTRUCTION<br>TIM MUNSON/RUSS MUNSON | PO **BOX** 643<br>WOODBRIDGE CA 95258 |
| JBT PROPERTY MGMT<br>MATT DOBBINS | 1901 **W** KETTLEMAN LN STE 102<br>LODI CA 95242 |
| HESSELTINE REALTY | 312 **S** CRESCENT AVE<br>LODI CA 95240 |